

GRAIN DEALERS' JOURNAL

Published on the 10th and 25th of each month by the Grain Dealers Company.

Vol. IX. No. 4.

CHICAGO, ILL., AUGUST 25, 1902.

FIVE CENTS PER COPY.
ONE DOLLAR PER YEAR.

E. R. ULRICH & SONS
SHIPPERS OF CHOICEST
MILLING CORN, White and Yellow
(NO WHEAT)

SPRINGFIELD ILLINOIS
Elevators along the lines of the following
railroads in Central Illinois: Wabash, C.&A.,
I. C., C. P. & St. L., and Pawnee R. R.

BABCOCK & HOPKINS.
Shippers of **RENSSELAER, IND.,**
CORN OATS White and Mixed
RYE Clipped and Natural

Grain Warehouses at Rensselaer, Parr
Fair Oaks and Rose Lawn, Ind.
We will buy your damp grain or dry it for you at a
very reasonable price and guarantee satisfactory
work. Correspondence Solicited.

McCRAY, MORRISON & CO.
KENTLAND, IND.

Shippers of... **CORN CLIPPED AND NATURAL OATS**
Our Special Brand of White Oats is
a favorite wherever tried.
Grain Warehouses at Kentland, Wolcott, Remington, Ind., and Effner, Ill.

Tyng, Hall & Co.
GRAIN COMMISSION
33-35 Chamber of Commerce
Correspondence Solicited. PEORIA, ILL.

THE CALUMET GRAIN AND ELEVATOR CO.
CAPITAL \$200,000.00

GENERAL GRAIN HANDLERS
Receiving, Shipping, Exporting, Commission
Careful attention to consignments and future
orders. Track Bids if desired.
GEO. B. DEWEY, Representative, CHICAGO

C. A. FOSTER,
RECEIVER AND SHIPPER
ANY RAILROAD,
FEED, GRAIN & HAY,
PITTSBURG, PA.
P. O. Address, CARNEGIE, PA.
Reference: Freehold Bank, Pittsburg, Pa.

DUDLEY M. IRWIN

BARLEY

70-71 Board of Trade

BUFFALO, N. Y.

P. P. CONNOR M. J. CONNOR GEO. F. POWELL

Connor Bros. & Co.
GRAIN AND HAY
ST. LOUIS

Members of Grain Dealers National Association

ESTABLISHED 1872.

R. S. McCAGUE
WHOLESALE DEALER IN
GRAIN, HAY, MILL FEED,
PITTSBURG, PA.

G. B. VAN NESS.

L. B. WILSON.

VAN NESS & WILSON,

Commission Merchants.

GRAIN AND PROVISIONS,
609 and 610 Rialto Building,
CHICAGO.

Solicit Your Account.

Members Chicago Board of Trade.

Reference Corn Exchange National Bank.

COMPLETE EQUIPMENTS FOR GRAIN ELEVATORS
OF ANY CAPACITY.

CONVEYING, ELEVATING AND POWER TRANSMITTING MACHINERY

ROPE TRANSMISSIONS. **CALDWELL HELICOID CONVEYOR** The Only Perfect Spiral Conveyor

Our new Catalog No. 26 (440 pages, cloth bound), will be sent upon request.

Eastern Sales & Engineering Office, 410-95 Liberty St., New York, N. Y.
Southeastern Sales & Engineering Office, 411 Prudential Bldg., Atlanta, Ga.
Southwestern " " " 202 Trust Bldg., Dallas, Tex.

H. W. CALDWELL & SON CO.,
Western Ave., 17th-18th Sts., CHICAGO, ILL.

The GRAIN DEALERS JOURNAL.

REGULAR GRAIN RECEIVERS OF TOLEDO.

Established 1877. J. E. Rundell.
F. W. Rundell.
W. A. RUNDELL & CO.
Grain and Seed Merchants.
 We buy, delivered Toledo or f. o. b. your station.
 Personal attention to consignments and trades
 in "futures." Daily market letter free.
 Correspondence solicited.
 Room 33, Produce Exchange, Toledo, Ohio.

J. F. ZAHM F. W. JAEGER FRED MAYER
J. F. ZAHM & CO.
GRAIN and SEEDS TOLEDO, O.
 We make a specialty of handling consign-
 ments. Transient buyers and farmers need
 not write us. MEMBERS: ESTABLISHED 1879
 Toledo Produce Exchange, Chicago Board
 of Trade, New York Produce Exchange.

Be Friendly. Estab. 1846 Write Occasionally.
C. A. KING & CO.
TOLEDO, OHIO.
 Grain and Clover Seed, spot and futures.
 Special Market and Crop Reports Free.
 MEMBERS: Toledo Produce Exchange.
 Chicago Board of Trade.

The Toledo Salvage Co.
 Buyers of
OFF GRADES and
SALVAGE GRAIN
Toledo, - - - OHIO

S. C. REYNOLDS. C. L. REYNOLDS. F. J. REYNOLDS.
REYNOLDS BROS.
GRAIN AND SEEDS
 24, 25 & 26 Produce Exchange, TOLEDO, O.
 Offer us your grain and seeds: consign it,
 or ASK FOR BIDS.

EVANSVILLE.
W. H. SMALL & Co.
RECEIVERS AND SHIPPERS
GRAIN, SEEDS AND HAY,
 Office, 7 and 9 Upper 1st Street,
 EVANSVILLE, IND.
 Warehouses, Belt R.R., cor. Penna. & Bellevue Sts.

The Paddock-Hodge Co.

Operating Wabash Elev. 4 GRAIN Michigan Central A.
 Total Capacity, 200 cars daily. Storage Capacity, 1,500,000 bushels. Clipping Oats,
 50,000 bushels daily. No Switching Charges from any road. Our bids will
 reach you daily, no matter where you're located. Advise if not receiving them.
TOLEDO, OHIO.

BATTLE CREEK.
McLANE, SWIFT & CO.
 Successors to G. L. McLane & Co.
 Buyers of Wheat, Corn, Natural and
 Clipped Oats, Choice Rye.
 Write for bids—your track.
 Grain Elevators on Grand Trunk Railway.
 BATTLE CREEK, MICH.

REGULAR GRAIN RECEIVERS OF MILWAUKEE.

O. Z. Bartlett B. G. Ellsworth H. H. Peterson
L. Bartlett & Son Co.,
GRAIN COMMISSION MERCHANTS
 23 Chamber of Commerce
 Branch Houses:
 CHICAGO, MINNEAPOLIS Milwaukee

Established, 1882.
Franke Grain Company
 GRAIN, HAY and MILL FEED
 41 and 42 Chamber of Commerce, MILWAUKEE, WIS.
 We buy Grain and Hay F.O.B. Stations.
 Please write for bids.

M. G. RANKIN C. B. PIERCE
M. G. RANKIN & CO.
GRAIN AND FEEDING STUFFS,
JERSEY MALT SPROUTS, OIL
MEAL, BRAN, MIDDS, MIXED
FEED. Correspondence Solicited,
 Herman Bldg. 420 Guaranty Bldg.
 MILWAUKEE, WIS. MINNEAPOLIS, MINN.

REGULAR GRAIN RECEIVERS OF PHILADELPHIA.

Established 1863.
E. L. ROGERS & CO.
 Commission Merchants,
 Receivers and Exporters.
 Grain, Feed, Hay, Straw, etc.
PHILADELPHIA, PA.
 358 Bourse Building.

Receivers
 who want to reach the regular grain
 dealers of the country use space in the
 GRAIN DEALERS JOURNAL . . .

PASSMORE & COMPANY
 SUCCESSORS TO
I. M. FARR and Son, Ltd.
Grain Commission Merchants
 Receivers and Exporters
 Correspondence Solicited.
 550-1-2 The Bourse, PHILADELPHIA

REGULAR GRAIN RECEIVERS OF ST. LOUIS.

DANIEL P. BYRNE & CO
 SUCCESSORS TO
 Redmond Cleary Com. Co.
 Established 1854. Incorporated 1887.
Grain, Hay and Seeds,
 Chamber of Commerce, ST. LOUIS, MO.

W. W. POWELL,
 Manager Receiving Department.
SHERRY-BACON GRAIN CO.
 213 MERCHANTS' EXCHANGE
ST. LOUIS - - - MO.

Established 1893
G. L. GRAHAM & CO.,
Commission Merchants
GRAIN, HAY and SEEDS
 301 Chamber of Commerce ST. LOUIS, MO.

CAIRO.

H. L. Halliday Milling Co.,
WHEAT, CORN AND OATS
 CAIRO, ILL.
 Elevator Capacity 500,000 Bushels.

JACKSONVILLE.

KINGSLEY McCALLUM & CO.
Hay and Grain Brokers
JACKSONVILLE, - FLA.
 When you have anything to offer in this
 line, quote us delivered prices.

PITTSBURG

DANIEL McCAFFREY'S SONS,
Leading Hay Dealers,
PITTSBURG, PA.
 Estab. 1867. Reference, Duquesne Nat'l Bank
 CONSIGNMENTS SOLICITED.

ST. JOSEPH.

C. A. DAYTON GRAIN CO., St. Joseph, Mo.
 Members of Chicago, Kansas City and St. Joseph Board of Trade
 GRAIN BUYERS AND SHIPPERS.
 Option orders executed on any market.
 We solicit your correspondence.

KANSAS CITY.

Ernst-Davis Grain Co.,
 KANSAS CITY, MO.
 Solicit consignments and orders for the Kansas City
 market. Satisfaction guaranteed.
 Members Kansas City Board of Trade, Chicago Board of
 Trade and St. Louis Merchants Exchange.

COLUMBUS.

McCord & Kelley,
 Track Buyers and Shippers of
Grain and Hay
 For Eastern and Southern Interior Trade,
 and for Seaboard Delivery,
GENERAL OFFICE, 358 NORTH HIGH ST.
COLUMBUS, OHIO.

REGULAR GRAIN RECEIVERS OF BUFFALO.

WHITNEY-ECKSTEIN SEED CO., BUFFALO.

Wholesale Seed and Grain Merchants.
Invite offers for spot and future delivery of Grass and Field Seeds and Grain. Can use tallings containing seeds. Advances made on consignments.

HAVE YOU ANY

Red or White Wheat

to Sell or Consign? If so, write WATKINS & COMPANY, successors to Watkins & Anderson, 82 Board of Trade, Buffalo, New York, FOR BEST BIDS

CHURCHILL & COMPANY GRAIN MERCHANTS

BUFFALO, N. Y.

Correspondence Invited. Consignments Solicited

W. W. ALDER BROKERAGE and COMMISSION

81 Merchants' Exchange, BUFFALO, N. Y.

All kinds of Grain and Feed
Write for Buffalo Market Letter

HUSTED MILLING & ELEVATOR CO.

Buyers of

CORN & OATS

Write for daily bids.

31-32 Board of Trade, BUFFALO, N. Y.
Address all correspondence to "Feed Department."

HENRY D. WATERS

Grain Commission Merchant

CONSIGNMENTS SOLICITED.

54 Board of Trade. BUFFALO, N. Y.

REGULAR GRAIN RECEIVERS OF BALTIMORE.

The William Hopps Grain & Hay Co.

Buyers, Receivers and Shippers

GRAIN, HAY AND FEED STUFFS.

Advances made on consignments. Hay and Ear Corn Wanted.

SPEARS WHARF, - - BALTIMORE, MD.

THOS. H. BOTTS & CO.

Commission Merchants

Grain, Seeds, Flour

Liberal Advances Made on Consignments.

214 Spears Wharf. 213 Patterson St.

Baltimore, Md.

Chas. England & Co. COMMISSION MERCHANTS

GRAIN, HAY, SEEDS

32 South Holiday Street BALTIMORE, MD.

GREENVILLE.

W. G. Bishop.

J. M. Frisch.

W. G. BISHOP & CO.

Commission Merchants

GRAIN, HAY and SEEDS.

316 North St. BALTIMORE, MD.

References—Dun, Bradstreet and First National Bank, Baltimore.

G. A. HAX & CO.

Commission Merchants

GRAIN, HAY & SEEDS

445 North St., BALTIMORE, MD.

E. A. GRUBBS GRAIN CO. GREENVILLE, O.

Car lots any road. Want to correspond with dealers on Pan-Handle, Vandalia and T. P. & W. Can at times use divided cars.

REGULAR GRAIN RECEIVERS OF MINNEAPOLIS.

GRAIN...

Make advances on bills lading.

The Van Dusen-Harrington Co.

COMMISSION,

MINNEAPOLIS and DULUTH.

Sell by sample and make prompt returns.

DULUTH. CHICAGO.

E. A. BROWN & CO.

Grain Commission,

WHOLESALE COAL

MINNEAPOLIS, - - MINN.

Consignments Solicited.

Prompt Returns Guaranteed.

R. Troendle, Pres. E. H. Tryon, Treas.
E. G. Terwilliger, Secy.

SPENCER GRAIN CO.

COMMISSION.

Barley a Specialty.

Chicago, Milwaukee, Minneapolis, Duluth

WALTER PARKS COMMISSION CO.

Grain and Seeds

Consignments of Grain Solicited

PROMPT RETURNS

422 Corn Exchange MINNEAPOLIS, MINN.

REFERENCE:—Swedish American National Bank.

DULUTH OFFICE: 603 Board of Trade.

Walter A. Thomas & Co.

MINNEAPOLIS, MINN.

Ship us your GRAIN, and send us your orders on futures.

E. L. Welch.

C. A. Malmquist

E. L. WELCH & CO.

Grain Commission.

400 Corn Exchange. MINNEAPOLIS, MINN.

MEMPHIS.

John Wade & Sons, GRAIN BUYERS AND DEALERS

Members Merchants' Exchange.

MEMPHIS. TENN.

Shanks, Phillips & Co.

Wholesale Grain and Hay Dealers

Consignments Solicited

MEMPHIS, - - - TENN.

PORTLAND

EDWARD P. MERRILL, Grain Broker,

PORTLAND, ME.

DETROIT.

Established, 1880.

C. E. BURNS

Grain Buyer and Shipper,
OATS, RYE and BEANS

DETROIT, MICH.

HAPPY? YES.

Use the SPEAR
MAILING ENVELOPE

for grain and seed samples and you will be too!

Simplest to fasten. Holds contents absolutely safe against loss by breakage or leakage.

Prices right.

Address

Heywood Mfg. Co.

Minneapolis, Minn.



REGULAR GRAIN RECEIVERS OF CHICAGO.

W. H. MERRITT & CO.
Grain Buyers & Shippers

CORRESPONDENCE SOLICITED.

234 La Salle St., CHICAGO, ILL.

ARMOUR GRAIN CO.

GRAIN BUYERS
DEALERS

205 LA SALLE ST., CHICAGO.

JOHN WEST & CO.,
(ALBERT L. WEST)

COMMISSION MERCHANTS,
Grain, Seeds, Provisions.

604 Royal Ins. Bldg.,
Phone Harrison 685. CHICAGO.

1852—1902
J. H. DOLE & CO.

(ESTABLISHED IN 1852)

COMMISSION MERCHANTS

**GRAIN . FLOUR
PROVISIONS**

226 La Salle Street, CHICAGO

We sell at your speculative
accounts and

CONSIGNMENTS of GRAIN

GEO. S. DOLE, Pres. H. N. SAGER, Sec.

I. P. Rumsey.

F. M. Bunch.

RUMSEY & COMPANY

Successors to RUMSEY, LIGHTNER & CO.

Commission Merchants

Grain, Provisions and Seeds
Cash and Future Deliveries.

97 Board of Trade Building
CHICAGO

Bartlett, Frazier & Co.
GRAIN

Western Union Bldg., Chicago.

ESTABLISHED 1862

Weare Commission Company

**Grain, Seeds and Provisions,
Stocks, Bonds and Securities**

Old Colony Building
CHICAGO

Private wires to all points

**SAM
FINNEY**
WITH
CHURCHILL & Co.,

Commission Merchants,

715 Board of Trade
CHICAGO,
ILL.

My Personal
attention given
consignments

Your orders
for cash and
futures solicited

E. W. WAGNER

COMMISSION

Grain and Provisions

99 Board of Trade, Chicago.

Personal attention given to speculative
accounts and

CONSIGNMENTS OF GRAIN

Daily market letter mailed free
upon application.

MAKE TRACK
BIDS

BUY AND SELL FOR
FUTURE DELIVERY

LASIER & HOOPER
102 & 103 Rialto Bldg.
GRAIN
Chicago, Ill.
Receivers & Shippers

SELL
CONSIGNMENTS

MAKE
QUICK RETURNS



TRADE MARK.

Write for my daily market letter.

Geo. H. Phillips
Commission Merchant,
Grain, Provisions and Seeds.

Consignments
Solicited.

231-235

Rialto Bldg.

Chicago

Orders for future delivery executed on margins.
All business transacted through & confirmed by Irwin Green & Co.

My daily and weekly market letters are published in full in the Chicago Evening Post, also the Chicago Evening Journal. Will send either paper, free of charge, to anyone interested in the market.

CHICAGO GRAIN RECEIVERS—CONTINUED.

JAMES P. SMITH & CO. GRAIN MERCHANTS

643 Rialto Building CHICAGO
CONSIGNMENTS SOLICITED
Orders in futures carefully executed.

GERSTENBERG & CO. GRAIN AND SEEDS COMMISSION MERCHANTS BARLEY A SPECIALTY

Try them and you will be pleased.
253-261 LA SALLE ST., CHICAGO, ILL.

W.F. Johnson *Good & Hygienic*

W.F. JOHNSON & CO.

GRAIN, SEED AND PROVISION

Commission Merchants

*Orders for future delivery carefully executed
Consignments and Correspondence Solicited.*

ROOM 59, BOARD OF TRADE, CHICAGO.

"Right About Face"

It is easy enough to sell grain here—for a price. Anybody can do that, but to sell it right—to get the top of the market for it, requires capability, persistence, experience. We have that and more too. Ship your grain to us.

Rosenbaum Brothers
77 Board of Trade
CHICAGO, ILL.

L. EVERINGHAM & Co., COMMISSION - MERCHANTS.

Established 1865.
Specialties:—Grain and Seeds of all kinds by sample upon their merits.
Consignments solicited; correspondence invited.
SUITE 80 BOARD OF TRADE, CHICAGO, ILL.

H. HEMMELGARN & CO. COMMISSION MERCHANTS.

Grain, Seeds and Provisions.
Rooms, 317, 318, 319 Rialto Bldg., CHICAGO.
Consignments solicited. Correspondence invited.

BENTLEY-JONES GRAIN CO. (Incorporated)

Grain Commission Merchants
73-74 Board of Trade, CHICAGO

POPE & ECKHARDT CO.
Commission Merchants
GRAIN, SEEDS AND PROVISIONS
317-321 WESTERN UNION BLDG., CHICAGO.

The Glucose Sugar Refining Co.

General Offices: The Rookery, CHICAGO
Chicago, Ill. FACTORIES: Rockford, Ill.
Peoria, Ill. Marshalltown, Ia. Davenport, Ia.
BUYERS OF CORN
Consumption 100,000 Bushels Daily.
JOS. P. GRIFFIN, Mgr. Grain Dept.

MINNEAPOLIS MILWAUKEE
W. A. FRASER CO.
Consignments and
Future Delivery Orders Solicited,
Royal Insurance Bldg.CHICAGO

Lowell Hoyt & Co.
Commission
Grain Hay & Seeds
211 Royal Insurance Bldg.
Chicago.

H. L. KARRICK C. E. GRAY H. S. WILLIAMS

Karrick, Gray & Williams Grain Commission

SUITE 40 BOARD OF TRADE
CHICAGO
MEMBERS
Chicago Milwaukee St. Louis
Minneapolis Duluth
Orders for Future Delivery and Consignments
to any of Above Markets
Solicited

Illinois Sugar Refining Company

General Offices: The Rookery, CHICAGO
FACTORIES:
Waukegan, Ill. Pekin, Ill.
Geneva, Ill. Venice, Ill.
BUYERS OF CORN
Daily consumption 65,000 bushels.
JOS. P. GRIFFIN, Mgr. Grain Dept.

W. R. MUMFORD CO.

W. R. Mumford, President.
Clarence H. Thayer, Sec'y and Gen. Mgr.
STOCKS and BONDS
GRAIN, SEEDS, HAY and MILLSTUFFS
CONSIGNMENTS and ORDERS
FOR FUTURE DELIVERY SOLICITED
Main Office:
528-532 RIALTO BUILDING, CHICAGO.
MINNEAPOLIS, 23 Chamber of Commerce.
MILWAUKEE, 113 Michigan Street.
CEDAR RAPIDS, IA., 225 1st Ave.
ST. LOUIS, 60 Laclede Bldg.
KANSAS CITY, 605-606 Board of Trade.
DULUTH, 518 Board of Trade.
MEMBERS DIFFERENT EXCHANGES.
Daily market letter mailed free on application.

NATIONAL STARCH CO.

General Offices: The Rookery
CHICAGO
BUYERS OF CORN
JOS. P. GRIFFIN, Manager Grain Dept.

MINNEAPOLIS ST. LOUIS MILWAUKEE

L.H. Hanson & Co.
GRAIN & PROVISIONS

LONG DISTANCE TEL. 54-55-56 BOARD OF TRADE
HARRISON 1925 CHICAGO

Consignments and future orders intrusted to us
will receive the best attention.

H. M. PAYNTER IN CHARGE OF CASH GRAIN DEPARTMENT.

Members Chicago Board of Trade.

WRITE FOR OUR DAILY MARKET LETTER

J. H. WARE
E. F. LELAND

CONSIGN
YOUR GRAIN AND SEEDS AND
SEND YOUR ORDERS TO

WARE & LELAND

200-210 Rialto Building,
CHICAGO.

For GRAIN, PROVISIONS,
STOCKS AND
COTTON.

YOUR INTERESTS ARE OUR INTERESTS.

DIRECTORY OF REGULAR GRAIN RECEIVERS AND DEALERS

Dealers and Receivers who confine their business to regular grain shippers merit the patronage of such shippers.

BALTIMORE.

W. G. Bishop & Co., grain, hay.
Thos. H. Botts & Co., grain, seeds.
Chas. England & Co., grain, hay.
Hammond & Snyder, r'c'v'rs, exporters.
G. A. Hax & Co., grain, hay, seeds.

BATTLE CREEK, MICH.

McLane, Swift & Co., grain buyers.

BUFFALO.

W. W. Alder, strictly commission.
W. B. Gallagher, damaged grain.
Husted Milling & Elevator Co., grain.
Dudley M. Irwin, barley.
Henry D. Waters, grain commission.
Watkins & Company, grain and feed.
S. W. Yantis, grain and feed.

CHICAGO.

Armour Grain Co., grain buyers.
Bartlett, Frazier & Co., grain.
Bentley-Jones Grain Co., grain.
Calumet Grain & Elevator Co., commission merchants.

J. H. Dole & Co., grain com's'n.
L. Everingham & Co., grain, seeds.
Sam Finney, commission.
W. A. Fraser Co., grain commission.
Gerstenberg & Co., grain, seeds.
H. Hemmelgarn & Co., commission.
Karrick, Gray & Williams, grain com's'n.
Lowell Hoyt & Co., grain, hay.
W. F. Johnson & Co., grain, seeds.
L. H. Manson & Co., grain, com's'n.
W. H. Merritt & Co., grain, seeds.
W. R. Mumford Co., commission.
Geo. H. Phillips, grain commission.
Pope & Eckhardt Co., Commission.
H. W. Rogers & Bro., grain and seeds
Rosenbaum Bros., receivers, shippers.

CHICAGO—Continued.

J. Rosenbaum Grain Co., r'c'rs, shprs.
Rumsey & Company, grain com's'n.
James P. Smith & Co., grain.
Van Ness & Wilson, grain receivers.
E. W. Wagner, receiver and shipper.
Ware & Leland, grain, seeds.
Weare Commission Co., commission.

CAIRO, ILL.

H. L. Halliday Milling Co., grain.

CINCINNATI.

Union Grain & Hay Co., grain, hay.

DAYTON, OHIO.

Schaeffer & Boroff, grain shippers.

DETROIT.

Burks Grain & Elevator Co., grain.
C. E. Burns, Oats, Rye, Beans.

EVANSVILLE.

W. H. Small & Co., grain, seeds.

GREENVILLE, OHIO.

E. A. Grubbs Grain Co., track buyers.

JACKSON, MICH.

Dewey & Co., hay and grain.

KANSAS CITY.

Ernst-Davis Grain Co., commission.

KENTLAND, IND.

McCray, Morrison & Co., track buyers.

MEMPHIS.

John Wade & Sons, grain dealers.

MILWAUKEE.

L. Bartlett & Son Co., commission.

Franko Grain Co., grain, hay.

I. H. Lowry & Co., Grain Com's'n.

M. G. Rankin & Co., Grain and Feed

MINNEAPOLIS.

E. A. Brown & Co., com's'n.
Spencer Grain Co., com's'n. Barley.
Walter A. Thomas & Co., grain com's'n.
Van Dusen-Harrington Co., com's'n.
E. L. Welch & Co., grain commission.

NASHVILLE, TENN.

J. H. Wilkes & Co., grain, hay.

NEW YORK.

Geo. N. Reinhardt & Co., hay, grain.

PEORIA, ILL.

P. B. & C. C. Miles, grain commission.
Tyng, Hall & Co., grain com's'n.
Van Tassell & Bunn, receivers, shippers.

PHILADELPHIA.

E. L. Rogers & Co., grain, hay.

PITTSBURG.

Daniel McCaffrey's Sons, grain, hay.
R. S. McCague, grain, hay.

PORTLAND, ME.

Henry Littlefield & Co., grain and feed.
Edward P. Merrill, grain broker.

RICHMOND, VA.

S. T. Beveridge & Co., grain, hay, seeds.
Geo. T. King, broker and commission.

ST. LOUIS, MO.

Daniel P. Byrne & Co., grain, hay.
Connor Bros. & Co., grain com's'n.
G. L. Graham & Co., grain, hay, seeds.
Sherry-Bacon Grain Co., grain com's'n.

TOLEDO.

C. A. King & Co., grain, clover seed.
The Paddock-Hodge Co., grain com's'n.
Reynolds Bros., grain and seeds.
W. A. Rundell & Co., grain, seeds.
The Toledo Salvage Co., salvage grain.
J. F. Zahm & Co., grain, seeds.

Clark's DOUBLE INDEXED Car Register

Is designed to afford ready reference to the entry or record of any car number. Its facing pages are ruled into five columns, those on the left hand page being numbered 0, 1, 2, 3 and 4; while columns on the right hand page are numbered 5, 6, 7, 8 and 9. Each column is ruled into three distinct divisions with the following sub-headings: "Initial," "Car No." and "Record."

The marginal index figure represents the right hand or unit figure of the number entered; and the column heading the second or tens figure. So in looking for, say 9846, we know it is on the page indexed 6, and in the column headed 4, and is quickest found by looking down the blue line for the third figure or 8. The instances in which these three figures appear in this combination will be so few that the required number can always be instantly found if properly entered.

The book is made of heavy ledger paper and well bound. Size, 11x14½ inches.

No. 40 contains 36 pages, with spaces for registering 9,000 cars. Price, \$1.50.

No. 42 contains 68 pages, with spaces for registering 17,000 cars. Price, \$2.50.

GRAIN DEALERS COMPANY,
10 PACIFIC AVE., CHICAGO.

Oats CLIPPED, CLEANED
AND MIXED
AT THE
NICKEL PLATE ELEVATOR
OPERATED BY HARRY G. CHASE,
TRADERS BLDG., CHICAGO.

DAMAGED GRAIN WANTED.
I buy damaged grain of all kinds. Write or wire me.
WM. B. GALLAGHER,
72 Pearl Street, Buffalo, N. Y.

R. E. ELWELL GRAIN BROKER

Member of New York Produce Exchange

116 BROAD ST. ; NEW YORK CITY

OATS and CORN a specialty

Wheat, barley and rye for export and domestic sale

Send me express or generous mail samples of anything in the line of grain or mill feeds that you have to offer. Submit samples of salvage stock and off-grades of wheat, rye and barley.

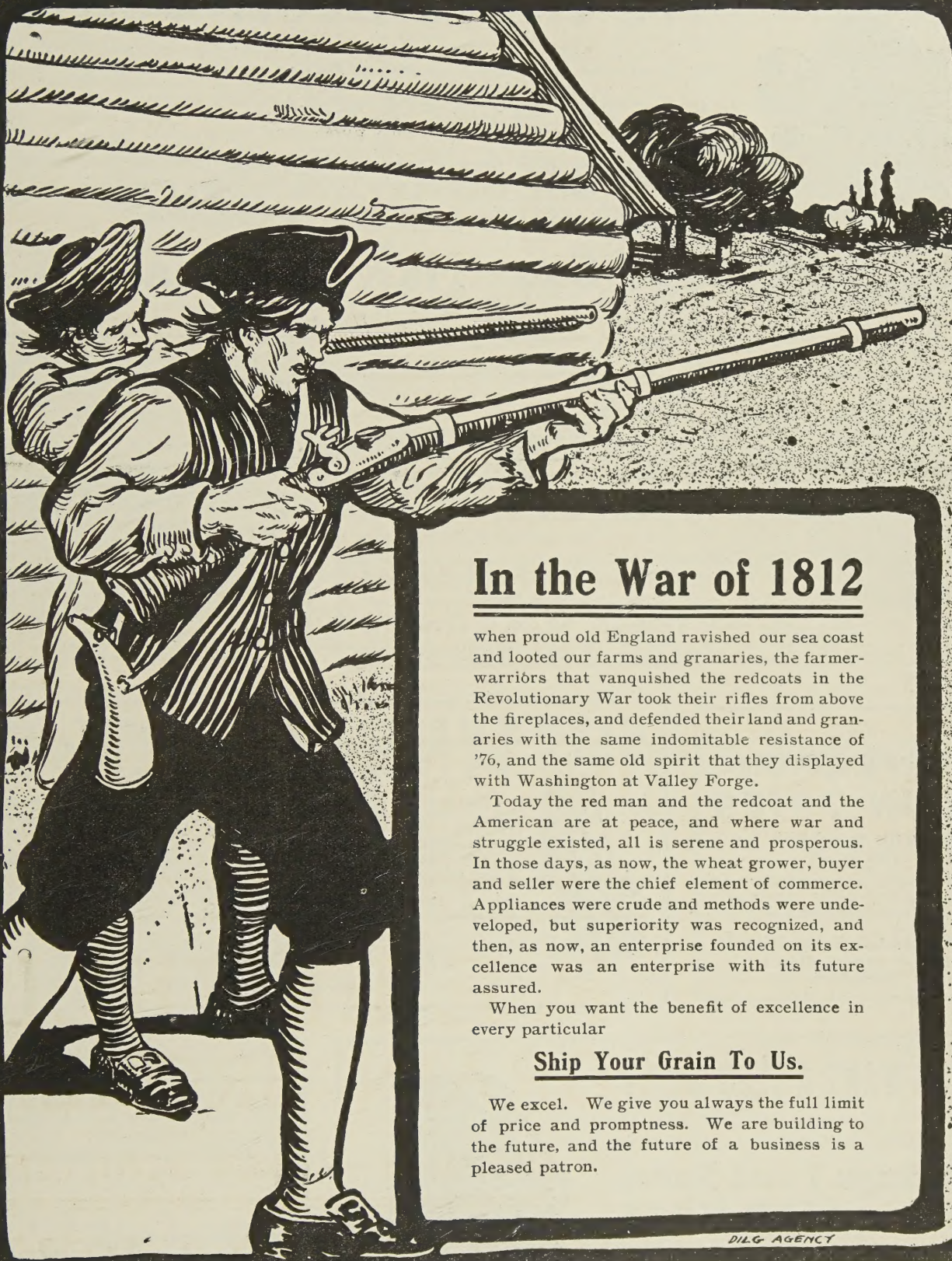
ACCOUNTS OF WESTERN SHIPPERS SOLICITED

CONSIGN YOUR GRAIN TO

R. E. ELWELL, 116 BROAD STREET, NEW YORK CITY

RECEIVERS

who want to reach the regular grain dealers of the country use space in the GRAIN DEALERS JOURNAL.



In the War of 1812

when proud old England ravished our sea coast and looted our farms and granaries, the farmer-warriors that vanquished the redcoats in the Revolutionary War took their rifles from above the fireplaces, and defended their land and granaries with the same indomitable resistance of '76, and the same old spirit that they displayed with Washington at Valley Forge.

Today the red man and the redcoat and the American are at peace, and where war and struggle existed, all is serene and prosperous. In those days, as now, the wheat grower, buyer and seller were the chief element of commerce. Appliances were crude and methods were undeveloped, but superiority was recognized, and then, as now, an enterprise founded on its excellence was an enterprise with its future assured.

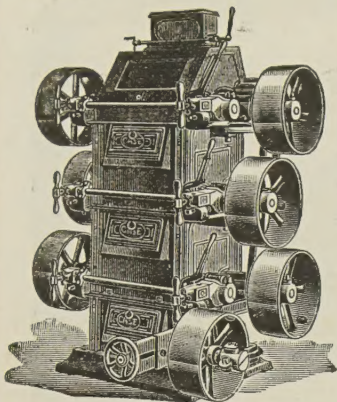
When you want the benefit of excellence in every particular

Ship Your Grain To Us.

We excel. We give you always the full limit of price and promptness. We are building to the future, and the future of a business is a pleased patron.

D.L.G. AGENCY

J. Rosenbaum Grain Co., Chicago, Ill.



We Have Been Using

one of your six roll corn and feed mills for about five years and like it very much. We have ground as high as eighty-five bushels per hour of corn meal, using a 20 mesh wire on our reel. Our repair bill, including re-corrugating, babbitting, etc., has been \$10.00 per year.

Yours truly,

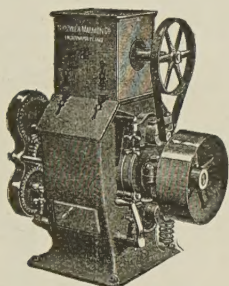
STEWART BROTHERS, Skowhegan, Maine.

Costs a Little more than others, but its earning capacity is greater

MILL AND ELEVATOR SUPPLIES

Sole Manufacturers of the **CYCLONE CORN AND COB CRUSHERS**

The Case Manufacturing Co.,
COLUMBUS, OHIO



3 Roll-2 Break Mill

FLOUR MILL BUILDERS.

FEED MILLS Roller and French Buhr.

For Durability, Simplicity, Large Capacity, Uniform Grinding and Light Running, Our Mills are Unexcelled.

WE
MAKE

Three Roll-Two Break Mills—2 sizes
Three Pair High-6 Roller Mills—4 sizes
Two Pair High-4 Roller Mills—5 sizes
And 85 Sizes and Styles of BUHR STONE MILLS

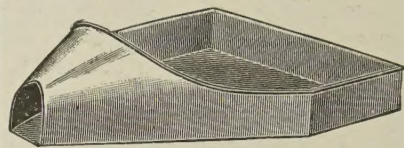
Send for Catalog and Prices.

NORDYKE & MARMON CO.

Estab. 1851. 37 Day St., INDIANAPOLIS, IND.

Grain Sample Pan

For Examining Samples of Grain and Seeds



Made of Aluminum. The lightest pan made, will not Rust or Tarnish, always stays bright.

Grain Size, 2 1/4 x 12 x 16 1/2 ins. \$1.25

Seed Size, 19 x 9 x 11 ins. \$1.00

Grain Dealers Co., 255 La Salle St., Chicago, Ill.

THE PERFECTION GRAIN DRIER

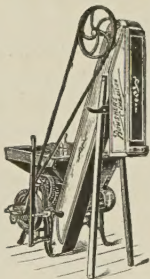
IS THE SIMPLEST
AND BEST

Its first cost and cost of operation is 50% less than any other drier. Perfect work guaranteed. Write for particulars.

TWEEDALE & HARVEY
303 Dearborn Street
CHICAGO

BOWSHER FEED MILLS

(Sold with or without Elevator)



The Bowsher Mill is the best all around feed grinder in the market. Is the **LIGHTEST RUNNING**. Has Conical shaped grinders. Can run empty without injury. It is different from all others. Seven sizes, ranging from 2 to 25 h. p.

CRUSHES and **GRINDS** ear corn, (with or without shucks); grinds all kinds of small grain and Kaffir corn in the head.

High-priced grain incites feeders to economize. Ground feed is the economical feed. You ought to have a mill now. **Quit Thinking** about it. **COMMENCE** to investigate. Our catalog is sent for the asking.

THE N. P. BOWSHER CO.,
SOUTH BEND, IND.

DO YOU WANT A FEED MILL?

If so write for Catalog
and Prices of . . .

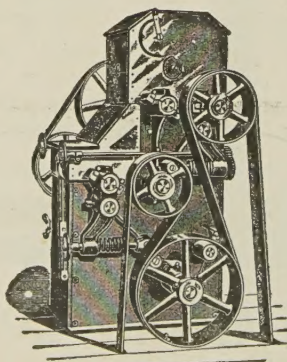
Northways 4 and 6 Roller CORN and FEED MILLS

The Lightest Running Mill on the Market.

ELEVATOR MACHINERY AND SUPPLIES.

Strong & Northway Mfg. Co.

MINNEAPOLIS, MINN.



ROLL CORRUGATING A SPECIALTY.

COAL SALES BOOK

FORM 44.

FOR RETAIL COAL DEALERS.

It facilitates bookkeeping, and reduces the chance of error. Practically three books in one. 1. It is the original entry of all sales made. 2. It is the original entry on the scale weights. 3. It is the Journal from which the posting is done.

It contains spaces for 6,000 loads. Each page is ruled with column headings, as follows: Date, Ledger Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount.

This book is 8 1/2 x 14 inches and contains 150 pages of superior ledger paper. Each page is numbered. It is well bound with best binder board, covered with cloth, has leather back and round leather corners. Price, \$1.75.

FOR SALE BY

Grain Dealers Company,

255 La Salle St.

CHICAGO, ILL.

To Successfully Handle This
Year's Crop the Most Efficient

OAT CLIPPERS, WHEAT CLIPPERS AND WHEAT SCOURERS

will be required, therefore you will do well
to thoroughly investigate the merits of the

"EUREKA"

THEY HAVE MORE CAPACITY, BUILT STRONGER, CLIP AND SCOUR WITH LESS
WASTE, AND DO BETTER WORK THAN ANY OTHER. CAN MAKE PROMPT SHIPMENTS.

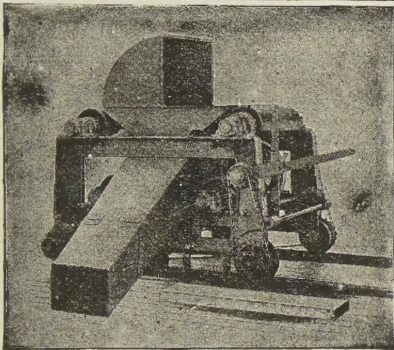
THE S. HOWES COMPANY

"EUREKA" WORKS,

SILVER CREEK, N. Y.

ESTABLISHED, 1856.

B. F. RYER, 11 Traders Building, Chicago, Ill.
J. N. HEATER, Care of Savoy Hotel, Kansas City, Mo.



BELT TRIPPER.

Grain Elevator Machinery

BELT CONVEYORS, CAR PUL-
LERS, SPOUTING, WAGON
DUMPS, SHAFTING,
PULLEYS, GEARING,
FRICTION CLUTCHES,
ROPE SHEAVES, LINK-
BELTING,
SPROCKET
WHEELS, Etc., Etc.

SEND FOR CATALOG.

LINK-BELT MACHINERY CO.,

ENGINEERS, FOUNDERS, MACHINISTS,

CHICAGO, . . . U. S. A.

The "OHIO"

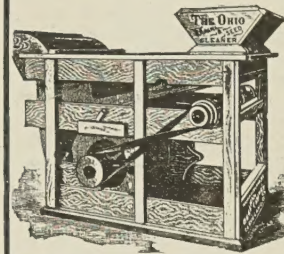
Grain and Seed
Cleaner

From 50 to 1,000
Bushels per
Hour Capacity.

Sold on Its
MERITS.

Machines sent
on 30 days' trial.

It will clean any
seed or grain that
grows. Get our
Catalog of Hand
and Power ma-
chines.



BEELMAN CABINET CO.

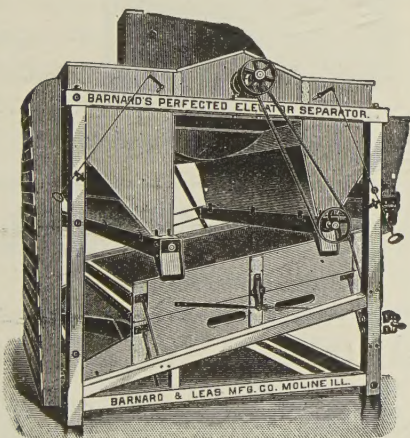
36 Columbus St., Cleveland, O.

Barnard's Perfected Elevator Separator

The favorite wherever used.

Wherever it is desired to save screenings for feed,
this machine will be found very valuable. The screen-
ings chambers collect all screenings and allow nothing
but the dust to blow away. This valuable feature in
connection with its perfect sieve separations, make it
one of the best machines on the market.

We also make Willford's Light Running Three
Roller Feed Mill, Barnard's Two and Three Pair High
Feed Mills, The Victor Corn-Sheller, The Cornwall
Corn-Cleaner and a complete line of Scourers, Oat Clip-
pers, etc.



We furnish all kinds of elevator supplies.

Send for our latest catalogue.

BARNARD & LEAS MFG. COMPANY, Moline, Ill.

BUILDERS OF ELEVATORS AND ELEVATOR MACHINERY

GRAIN ELEVATOR BUILDERS.

WE BUILD TO PLEASE

Write us for estimates on your work.

Younglove & Boggess Co.

ENGINEERS

9-10-11-12 Elk Building, Mason City, Iowa

Designers
and
Builders

GRAIN ELEVATORS

PLANS

of up-to-date elevators furnished
upon short notice by

W. H. CALDWELL,

Elevator Builder.

1018 Royal Ins. Bldg.

CHICAGO, ILL.

J. H. ROMAN

Designer and Builder of Up-to-Date

GRAIN ELEVATORS

Repairing and Remodeling a Specialty.
Twenty Years' Experience.

Lock Box 239, COUNCIL BLUFFS, IOWA.

GRAIN ELEVATORS

Made to order. While we do not carry them in stock, we can usually make very "prompt delivery." If you want one and want a GOOD one, let us prepare your plans and furnish the equipment. Use our "Aspirator" Boot and save expense in handling grain. Correspondence solicited.

LOCKWOOD & MORGAN
Winfield, Kansas

BEST FRICTION CLUTCH MADE

W. S. CLEVELAND ELEVATOR BUILDING COMPANY

INCORPORATED

Capital Stock, \$100,000

MINNEAPOLIS, MINNESOTA

General Contractors and Builders

OUR SPECIALTY:

GRAIN ELEVATORS -- Frame, Iron Clad, or Absolutely Fire Proof

P. H. PELKEY

Contractor and Builder of

Grain Elevators.

REPAIRING AND REMODELING A SPECIALTY.

Plans and estimates furnished.

WINFIELD, KANSAS.

Reliance Mfg. Co.

LARGEST

ELEVATOR BUILDERS

In the State. We build up-to-date elevators cheaply and quickly. Investigate our system of handling grain before you decide on plans. We may have just what you want.

We also manufacture the

RELIANCE GRAIN CLEANERS

and carry a full line of Elevator Supplies.

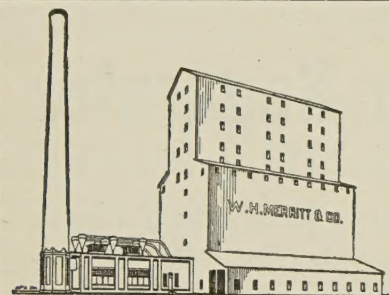
1521-1523 Bates St., INDIANAPOLIS, IND.

HONSTAIN, BIRD & CO.

Builders of

GRAIN
Elevators307 South
Third Street,
Minneapolis,
MINN.

TELEPHONE NO. 2680 L.

THE SECKNER CO.,
Designers and BUILDERS of GRAIN ELEVATORS

Contracts taken for all kinds of heavy Work. Estimates furnished if desired.
801 Illinois Bank Bldg., 115 Dearborn St.
CHICAGO

GRAIN TABLES
FOR CAR LOADS

Clark's Grain Tables for Car Loads, so extensively used for reducing pounds to bushels have been extended to cover the largest car loads. The book now contains 28 pages of tables as follows:

OATS (32 lbs.) six tables, 20,000 to 86,000 lbs.
CORN (56 lbs.) eight tables, 20,000 to 108,000 lbs.
WHEAT (60 lbs.) eight tables, 20,000 to 108,000.
BARLEY (48 lbs.) six tables, 20,000 to 86,000 lbs.

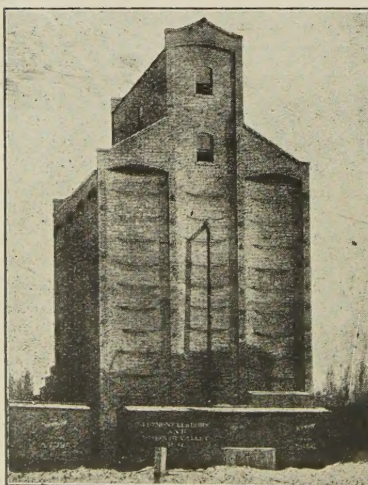
The number of bushels in any weight of grain, within the numbers specified above are given in bold-faced type. The tables are printed in two colors on good paper. By their use all reductions are avoided and errors are prevented.

PRICE, \$1.50. Address.

GRAIN DEALERS COMPANY,

10 Pacific Ave.,

Chicago, Ill.



S. H. TROMANHAUSER,

Designer and Builder

Grain Elevators

FIREPROOF BRICK CON-
STRUCTION A SPECIALTYCountry or Terminal Elevators in
Any Design or Capacity.

WRITE FOR PLANS AND ESTIMATES.

805-6 Phoenix Building,

MINNEAPOLIS, - - MINN.

GRAIN ELEVATOR BUILDERS.

E. Lee Heidenreich,

541 ROOKERY, CHICAGO
DESIGNER AND BUILDER
OF GRAIN ELEVATORS
PIONEER CEMENT TANKS A SPECIALTY

Macdonald Engineering Co.,

DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS

Monadnock Bldg. CHICAGO, ILL.

John S. Metcalf Co.

ELEVATOR
BUILDERS

804 THE TEMPLE
Plans and Specifications a Specialty. CHICAGO

WE BUILD

Nothing but first-
class, modern
country elevators.

G. T. BURRELL & CO.
Monadnock Block, CHICAGO, ILL.

We have built this season fourteen first-
class, modern
country elevators **IN ILLINOIS**

IF YOU INTEND TO BUILD A GRAIN ELEVATOR

You will profit by examining my plans of con-
veniently arranged houses. I study to econo-
mize space, labor and power. Complete eleva-
tors of any capacity built under one contract.

M. J. TRAVIS, WICHITA, KAN.

FIREPROOF STORAGE

Does away with the fire hazard and pays for itself
by saving insurance premiums.

We build Grain Elevators of every description.

BARNETT & RECORD CO.

MINNEAPOLIS, MINN.

E. A. BRYAN CO.,

DESIGNERS AND BUILDERS OF

Steel Grain Elevators and Steel Storage Tanks

of Every Description

WRITE FOR ESTIMATES

414 First National Bank Bldg. - - - CHICAGO, ILL.

G. T. HONSTAIN,

Successor to Honstain Bros.

Contractor and Builder of

GRAIN ELEVATORS

313 THIRD STREET, SOUTH,
MINNEAPOLIS, MINN.

L. O. HICKOK

517 Guaranty Loan Bldg., Minneapolis, Minn.

BUILDER OF UP-TO-DATE

GRAIN ELEVATORS

Thirty years' experience. Get my estimates.

FRED GROTENRATH,

111 W. WATER ST., MILWAUKEE, WIS.

Designer and Builder of Grain Elevators.

Plans, Specifications and Estimates furnished
on short notice.

Write for prices on Grain Elevator
Machinery and Supplies.

Rubber Elevator Belting

The Best, Made by

Boston Woven Hose & Rubber Co.

185-187 Lake St., CHICAGO

Steel Storage & Elevator Construction Co.

BUILDERS OF

Fire Proof Steel Grain Elevators

BUFFALO, NEW YORK

Send for illustrated catalog on fire proof steel grain elevators.

MODERN POWER TRANSMISSION ENGINEERING

exemplified with typical installations in each issue of

Power and Transmission

(American Edition — English Edition)

Of special interest to those contemplating mill or factory improvements.
Sample copy free. Address.

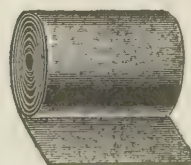
THE DODGE MANUFACTURING CO., MISHAWAKA, IND., U.S.A.
MANUFACTURING ENGINEERS.

BRANCHES — Borton; New York; Chicago; Cincinnati; Atlanta; London, Eng.

BELTING

FOR
CONVEYORS
AND
ELEVATORS
ALSO

Fire Hose,
Packing, etc.



We furnished the belting for the Pioneer
Steel Elevator. Let us figure with you.

GUTTA PERCHA & RUBBER MFG. CO.,
96-98 LAKE ST., CHICAGO.

BROWN & MILLER, Managers.

GRAIN ELEVATOR SUPPLIES.

Grain
Elevator
MachineryENGINES
BOILERS
AND
SUPPLIES

Write for Estimates.

DES MOINES MFG. &
SUPPLY CO., 101 E. Court Av.
DES MOINES, IA.

Link-Belt Supply Co.

MINNEAPOLIS, MINN.

Complete Elevator Outfits a Specialty

We Manufacture

Pulleys, Shafting, Boxes, Horse Powers,
Buckets, Conveyors, Etc.

P R O M P T D E L I V E R I E S

GRAIN
ELEVATOR
MACHINERYCleaning Machinery
Corn Shellers and Cleaners
Trippers, Car Pullers
Belt Conveyors
Power Grain ShovelsELEVATOR SUPPLIES
Belting, Buckets, Leads and Boots,
Conveyors, Scales, Etc.

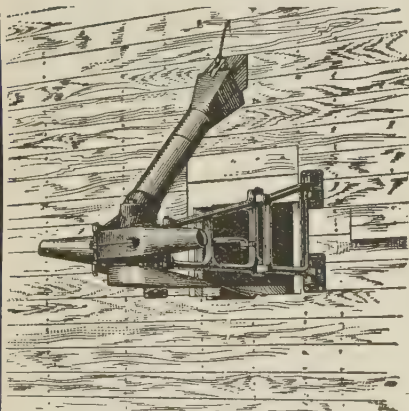
GREAT WESTERN MFG. CO.

General Office and Factory,
LEAVENWORTH, KANS.

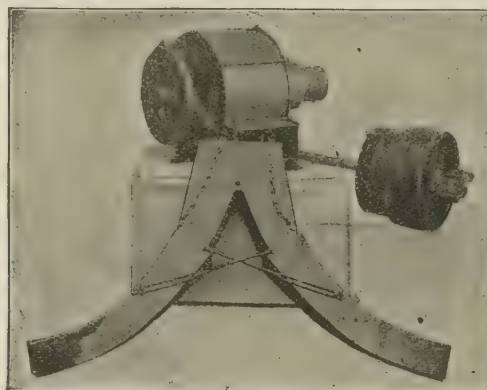
Send for Catalog No. 40

Warehouse and Salesroom,
KANSAS CITY, MO.ELEVATOR
MACHINERYGAS AND STEAM ENGINES,
BOILERS AND SUPPLIES.

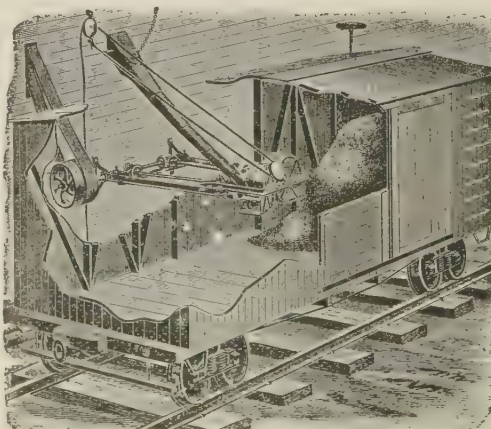
WRITE FOR ESTIMATES.

H. L. THORNBURGH & Co.
245-7 S. JEFFERSON ST.
CHICAGO, ILL.Improved Ideal
Car Loader

Manufactured at Allenville, Ill. Loads any size car from end to end and full to the roof with but very little power. Does not crack grain. Does not blow the grain, thus sorting the light and heavy and causing off grades. Pays for itself in a short time. Hundreds in use giving universal satisfaction. Can we interest you by saving you money? Sold subject to 30 days' trial at your elevator. Write for catalog giving full particulars.

The Ideal Car Loader Co.,
ALLENVILLE, ILL.BOSS
CAR LOADERSLOAD MORE GRAIN, IN LESS
TIME AND WITH LESS POWER,
THAN ANY OTHER LOADER MADELoads both ends of car
at once. Sold on a
positive Guarantee.MAROA MFG. CO.
MAROA, ILL.

The Champion Car Loader

Will fill each end of the car at
the same time.Has a capacity of 6,000 to 9,000
bushels per hour.

A perfect success.

Write the inventor and pioneer
manufacturer of the rotary
car loaders, for full particu-
lars.

Manufactured by

E. H. REYNOLDS,
STERLING, ILL.

GRAIN ELEVATOR SUPPLIES.

A GRAIN SPOUT

That will load cars without shoveling.

It is worth its weight in gold.

It will save you in labor all it costs in less than a month.

Send for Prices to



H. SANDMEYER & CO., Peoria, Ill.

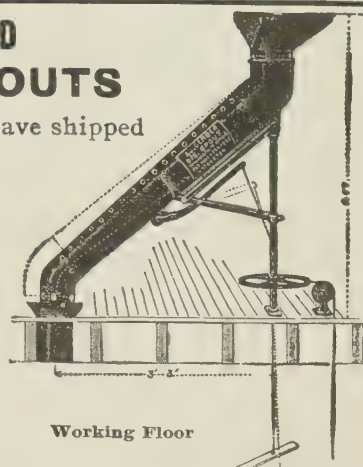
THE GERBER IMPROVED DISTRIBUTING SPOUTS

are in good demand this season. I have shipped 142 Gerber Spouts to various Elevators in July, try one, and you will have no other.

Patented May 15, 1900, Feb. 18, 1902.
BEWARE OF INFRINGEMENT.

Elevator Spouting a Specialty.

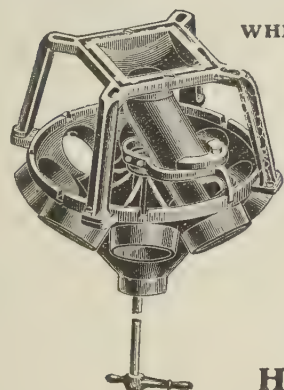
JAMES J. GERBER
MINNEAPOLIS, MINN.



Working Floor

HAD GOOD RESULTS.

Sieberts Bros., Buckley, Ill.: "Discontinue our adv., as we have sold the engine. Have had many inquiries."



WHEN BUILDING OR REPAIRING AN ELEVATOR

ECONOMY OF SPACE

IS AN IMPORTANT POINT TO CONSIDER

Why not increase your bin capacity, lessen cost of spouting, and diminish the size of your cupola by installing the

HALL AUTOMATIC OVERFLOW SIGNALLING GRAIN DISTRIBUTOR.

Illustrated booklet and circular obtained for a postal to

HALL DISTRIBUTOR CO.

222 First National Bank Bldg.

OMAHA, NEB.

ELEVATOR SUPPLIES

Wagon, Hopper,
Portable, Dump Scales,
Gasoline Engines,
Grain Cleaners

Write for Catalog of Complete
Elevator Equipment

C. D. HOLBROOK & CO.
Minneapolis, Minn.

STANDARD SCALES

Warehouse, Elevator,
Ra.road, Farm, Special.

HICKMAN SCALE MFG. CO.

224 East First Street
Des Moines, Iowa.

All Kinds Rebuilt and Repaired Promptly.

MUTUAL 'PHONE EAST 177.

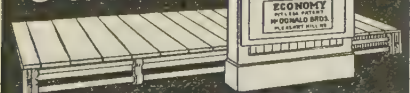
Secured Position.

Maurice Garrison of Atlantic, Iowa, writes: The first issue of the Grain Dealers Journal located me in a good position; and I have had several offers of good positions since from the advertisement.

A CARD LIKE THIS

Would do YOU a great deal of good at a small cost.

ECONOMY PITLESS WAGON SCALES



STEEL JOISTS, METAL FRAME.
NO PIT REQUIRED.

McDONALD BROS.
PLEASANT HILL, Mo.

THE PEOPLES' ELEVATOR CO.

Dealers in

Grain, Seed and Live Stock

Antwerp, Ohio, July 22, 1902.

Philip Moser, Sidney, Ohio.

Dear Sir: Enclosed find check for \$55.00 due you as per your invoice of July 1st. We find your elevator a grand success, as it fills a long felt want at a moderate cost.

Very truly yours,
The Peoples' Elevator Co.
J. S. Doering, Supt.

Inform yourself as to its merits by applying to

PHILIP MOSER,
MANUFACTURER

SIDNEY :: :: OHIO

Grain Elevator Machinery and Mill Supplies

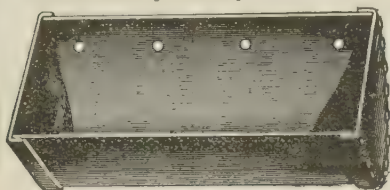
BUCKETS, SPOUTS,
BOOTS, BELTING,
PULLEYS, SHAFTING,
SHEAVES, FRICTION
CLUTCHES, ETC.

FOUNDERS, ENGINEERS & MACHINISTS

PROMPT SHIPMENTS OF
ALL ORDERS SENT TO
Downie-Wright Mfg. Co.
P. A. Kilner, Manager
York, Neb.

ELEVATOR BUCKETS

The Fuller Patent Steel Bucket is stronger, will carry more and make better delivery than any other.



MADE BY

Cleveland Elevator Bucket Co.,
Cleveland, Ohio.

Wisconsin Graphite PAINT

Perfectly protects metal work of

GRAIN ELEVATORS

From corrosion for years. Write us for information as to its covering capacity.

WISCONSIN GRAPHITE CO.
Box 38, North Side, Pittsburgh.

Wagon Loads Received FORM 380

For the use of country grain buyers in keeping a record of grain received from farmers.

It is 9½x12 inches, contains 160 pages, giving room for records of 8,000 loads. Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents, and Remarks. The book is printed on Record Linea Ledger Paper and is well bound in strong board covers, with leather back and corners. Price, \$1.50.

GRAIN DEALERS COMPANY

255 La Salle Street, CHICAGO, ILL.

The grain trade's accepted medium for "Wanted" and "For Sale" ads. is the GRAIN DEALERS JOURNAL of Chicago, because such ads. placed in it bring quick returns.

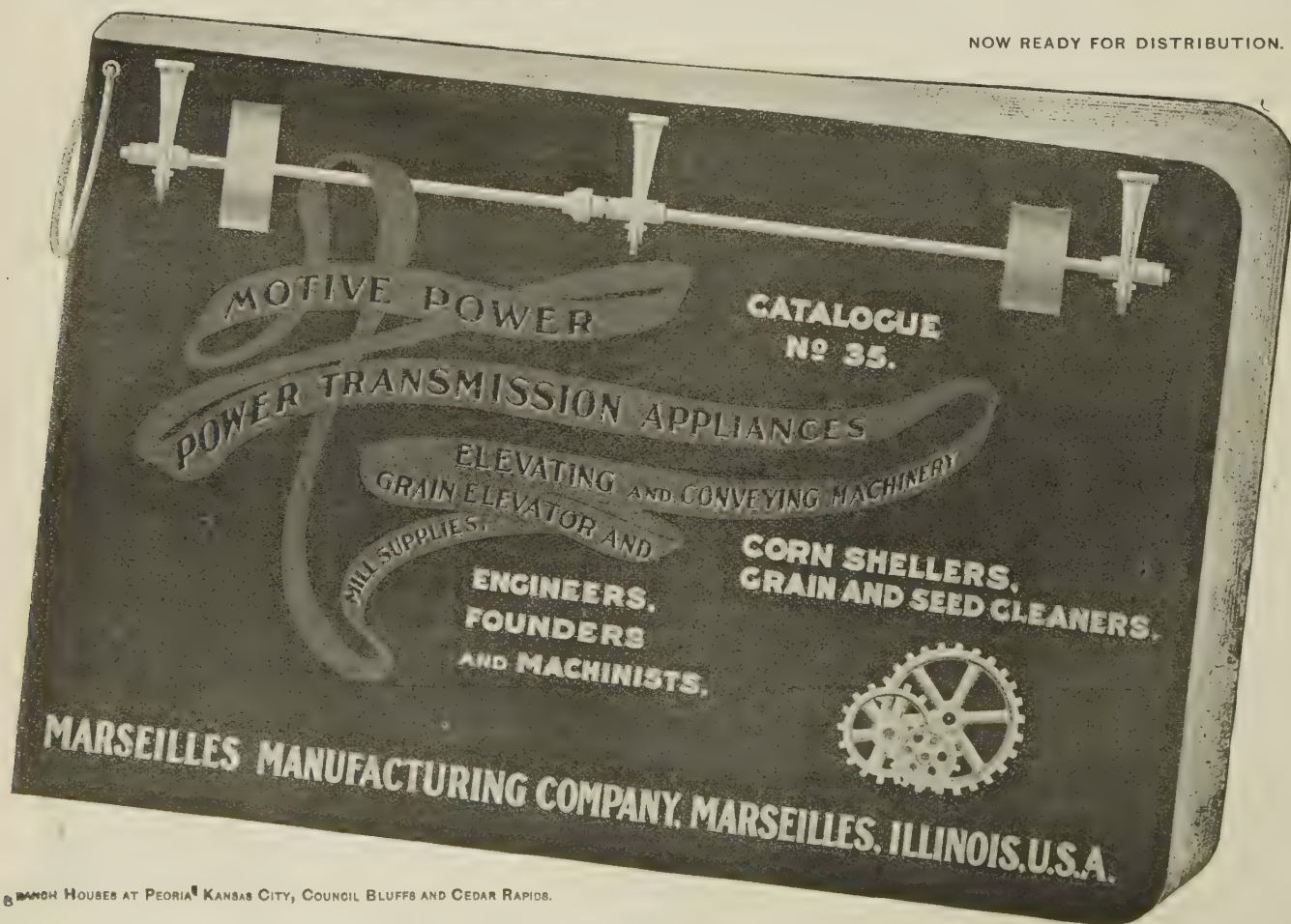
Skillin & Richards Mfg. Co.

CHICAGO, ILL.

CONVEYING AND ELEVATING MACHINERY—Pulleys, Hangers and Shafting.
FRICTION CLUTCH PULLEYS—Rope Transmission, Link Chain Sprockets, Salem Buckets.

MILL AND ELEVATOR SUPPLIES OF ALL KINDS.

NOW READY FOR DISTRIBUTION.



FIRE INSURANCE

**MILL OWNERS
MUTUAL FIRE INSURANCE CO.**
Des Moines, Iowa.
Insures Mills, Elevators, Warehouses and
Contents. Oldest Flour Mill Mutual
in America. Saved to Members
nearly \$1,000,000.
J. C. SHARP, Secretary, Des Moines, Iowa.

Reliable Insurance...

on Modern elevators and Contents can be
secured at about one-half the rates
charged by stock companies by addressing

MILLERS NATIONAL INS. CO.
205 La Salle Street, CHICAGO, ILL.
CHARTERED, 1865 ASSETS, \$2,721,893
NET CASH SURPLUS, \$469,382.27
W. L. Barnum, Secy.

INDIANA MILLERS MUTUAL FIRE INSURANCE COMPANY

OF INDIANAPOLIS, IND.

JAN. 1, 1902.
Gross Premium Notes.....\$897,501.33
Surplus to Policy Holders..... 697,351.55
Dividends Paid Policy Holders..... 238,566.84
Cash Assets..... 119,924.77

**MILLS AND ELEVATORS ONLY
PURELY MUTUAL**

A liberal policy issued.
Losses paid when adjusted and NO DIS-
COUNT demanded. Address,

E. E. PERRY, Secretary.

Michigan Millers Mutual Fire Insurance Co. of Lansing, Michigan.

21 Years Successful Business.

Assets.....\$958,473.31
Losses Paid..... 718,556.00
Net Cash Surplus, 214,743.50

50% DIVIDENDS 1899
1900
1901

Insures Flour Mills, Grain and Elevators.

FLOATER GRAIN INSURANCE
Special attention to Open Floater Policies
in the best Stock Companies.
Insurance follows grain up and down as the
quantity stored in each house changes. Will
ALWAYS have insurance where you have grain.
Simple, Sure, Economical. Investigate,
and you will find it absolute protection and cheap.
Business handled anywhere. Write us.
H. H. LANTZ & CO. DES MOINES, IOWA
25 years' experience. Best of references.

THE ENGLISH SUPPLY CO., KANSAS CITY, MO.

Steam Engines and Boilers
Pulleys, Shafting and Hangers.
Rubber, Leather and Canvas Stitched **BELTING.**

Do You Have Orders For The Even Weight Bag?

If so, we beg to call your attention to our Automatic Grain
Scale; the most perfect, simple and reliable automatic
weighing machine on the market, free from complications
and absolutely accurate, installed under a strong guarantee,
in use in many of the large elevators. Can we not inter-
est you?

UNION SCALE & MANUFACTURING CO..
84 Market St., CHICAGO. 27 Jesse St., SAN FRANCISCO.

FRANKLIN GRAIN RECORD No. 99

is designed especially for use of grain buyers in
keeping detailed record of grain bot from farmers.
It is made of good paper and bound in heavy
manilla cover stock. Size 10½ x 14 inches. Its
100 ruled pages are numbered and at top of each
are the following column headings; "Date, Name,
Driver, Kind of Grain, Gross, Tare, Bushels,
Total Amount Bushels, Price, Amount, Remark."

PRICE, \$1.00.

Grain Dealers Company,
10 PACIFIC AVE., CHICAGO, ILL.

DAMP WHEAT

is dried and made merchant-
able in the

Hess Pneumatic Grain Drier

cheaper and faster than in any
other device.

It dries other grains
just as well.

Hess Warming & Ventilating Co.

707 Tacoma Building
CHICAGO

Cental Prices

.. REDUCED TO ..

Bushel Prices.

The equivalent of any cental price from 80
to 60 cents per 100 pounds in prices for bushels
of 68, 70, 72 and 74 pounds is shown by this
table, which is well printed from bold face
type, on good bristle board.

Any dealer can obtain a copy for 25 cents.
Price to JOURNAL subscribers, 6 cents.

**GRAIN
DEALERS JOURNAL**

255 La Salle St.

CHICAGO, ILL.

GRAIN CONTRACT BOOK

This book is designed especially for country
grain men to use in taking written contracts
from farmers. The contracts are numbered
in duplicate, two on a page, with perforation
between for easily tearing apart. The stub is
signed by farmer certifying that he has sold
..... bushels of..... at..... per bushel
to be delivered on or before..... It also
certifies that he has received..... dollars
on the contract. The other part is signed by
elevator man and given to farmer. It certi-
fies that the elevator man has bot so much
grain, etc.

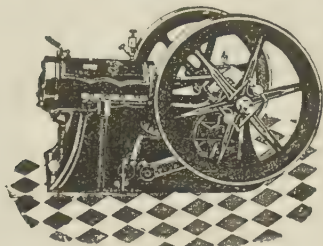
Each book contains 50 contracts, printed on
linen paper, size 3¼ x 10¼ inches.

You can not afford to be without these con-
tracts as they insure delivery of grain bot,
prevent losses and worry in making settle-
ments. Book No. 9, Price 50 cents. Address

Grain Dealers Co.
10 Pacific Ave. Chicago, Ill.

POWER FOR GRAIN ELEVATORS.

Power for Every Class of Work.



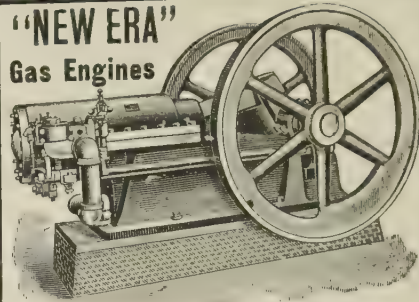
The Waterloo Gasoline Engine Co., Waterloo, Ia.

Branch Houses: David Bradley & Co., Council Bluffs, Iowa; Bradley, Clark & Co., Minneapolis, Minn.

Lambert Engine
Gas or Gasoline.
No long shut-down for repairs with this engine. Simple, strong and economical. Improved cylinder head insures reliability. Cleans easily; cools quickly. No trouble in regulating speed. Portable and stationary. Strong guarantee. Agents wanted. Write for catalogue.
R. Lambert Gas and Gasoline Engine Co., Anderson, Ind.

SOLD ENGINE THRU AD.

John H. Doyle, Longview, Ill.: "Please discontinue my advertisement in the Grain Dealers Journal, as I have sold my engine thru the ad., and could have sold one-half dozen engines if I had them."

'NEW ERA'
Gas Engines

For Gas or Gasoline.

Sizes 5 to 80 H. P.

NEW ERA IRON WORKS,
86 Dale Avenue, DAYTON, OHIO, U. S. A.

HOWE SCALES AND HOWE ENGINES

Can you get anything better?
Can you get anything as good?

INVESTIGATION WILL DETERMINE.

Grain Testers, Grain Scoops, Bag Holders, Car Starters, Conveying and Elevating Machinery.

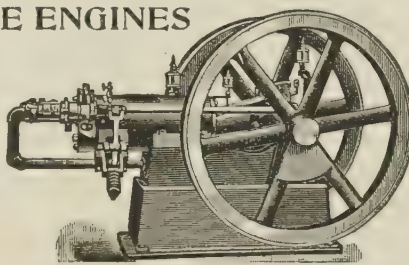
CATALOGS.

The Ball-Bearing Scale.



St. Louis, Kansas City,
Minneapolis, Cleveland.

Borden & Selleck Co., Chicago, Ill.



1 to 60 H. P.

Wagon, Dump, Hopper,
and Grain Scales.

Double or Compound Beams.
Steel Frames.

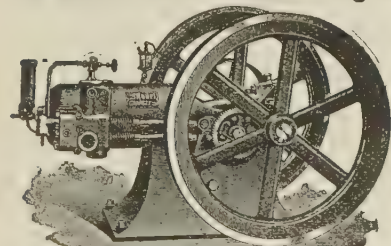
Grain Receiving
Ledger FORM 33.

Is designed for use by grain buyers who keep individual accounts and is ruled for facts regarding wagon loads received from farmers. Each book contains 200 pages and each page is ruled for records of 39 wagon loads. The pages are numbered and a good index is bound in front part of book. Each page can be used for one or more accounts as desired. The pages are 8x13 inches and ruled with column headings as follows: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks. The paper used is heavy linen ledger, bound in heavy cloth covers with Russia back and corners. Price \$2.25.

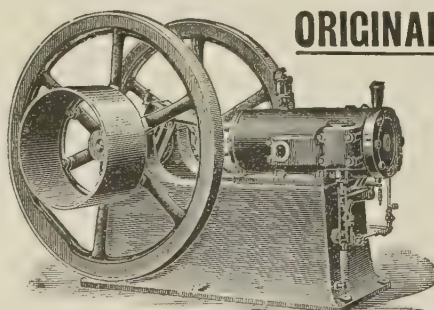
FOR SALE BY

GRAIN DEALERS COMPANY
255 LaSalle St., CHICAGO, ILL.

The Model Gas & Gasoline Engine



It always pays to buy the best, the simplest, and the one that costs the least to operate and keep in repair. Write us for guarantee and compare with others.
MODEL GAS ENGINE CO., Address Box 950, Apburn, Ind.

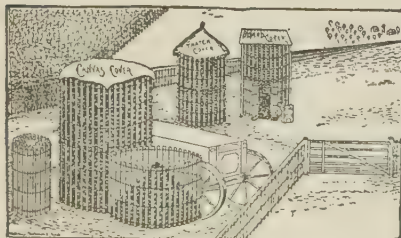
ORIGINAL LEWIS
GASOLINE ENGINES

Most Popular and Reliable for
**GRAIN ELEVATORS
WATER WORKS
ELECTRIC PLANTS**

Don't be bothered with a cheap, inferior engine. It will always make you trouble and be the most expensive in the end.
Buy a Lewis at the start. It is acknowledged to be standard in all respects.

J. THOMPSON & SONS MFG. CO., Beloit, Wis.

PORTABLE CORN CRIBS



The demand for CORN CRIBS will be enormous this season. Farmers are preparing to build new ones now. **YOU SHOULD STOP THEM IMMEDIATELY** by offering our TELESCOPE CRIBS, that are better, and at a fraction of what theirs will cost. Capacity: 125; 200; 300; 500; 800; 1,200 bushels. Order printed matter and dozen cribs now. Price will be right.

THE ELLIOTT & REID CO., Box 2060, Richmond, Ind., U. S. A.

Robinson's Telegraphic
Cipher Code (Revised)

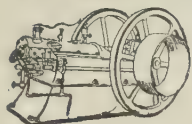
Is more extensively used by Grain
and Provision Dealers and Millers

than all other codes combined. It is compact, small and can be easily carried in the pocket. It has been revised and fifteen pages added. Every cipher word, quotation and phrase in former editions has been retained. Get the latest edition; by using it your messages will be understood, you will save time and expense. Price, bound in leather, gilt edges, \$2.00; cloth binding, \$1.50. Your name in gilt letters on front cover 25 cents extra.

GRAIN DEALERS COMPANY
255 La Salle St. CHICAGO, ILL.

POWER FOR GRAIN ELEVATORS.

THE BAUER GASOLINE ENGINE

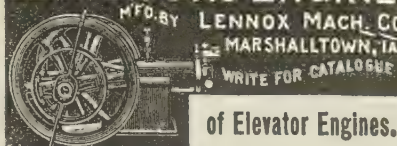


Is better adapted to the needs of the grain elevator man than any other.

WRITE FOR DESCRIPTION.

Bauer Machine Works,
Kansas City, Mo.

LENNOX GAS ENGINE



MFG. BY LENNOX MACH. CO.
MARSHALLTOWN, IA.

WRITE FOR CATALOGUE

of Elevator Engines.

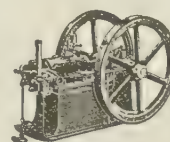
BRUNNER ELEVATOR ENGINE

FOR GRAIN ELEVATORS.

From 1 to 30 H. P.

Write for descriptive circular.

CHARLES BRUNNER, Mfr.,
Peru, Ill.

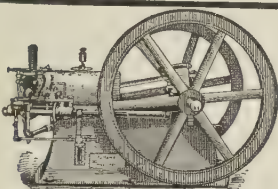


Burger Automatic

Gasoline Engines are Perfect

in mechanical construction, so when buying one for your elevator don't stop short of the best. Write us today.

WOOLLEY FOUNDRY AND MACHINE CO.
ANDERSON, IND.

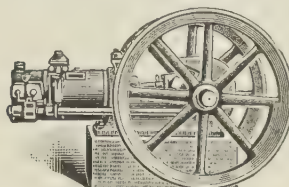


Gasoline Engines

Especially adapted for elevator use.

Fremont Foundry & Machine Co.,
Fremont, Neb.

Good testimonial letters from good people, are good things even when solicited, but when they come like the one below, unsolicited and unexpected, their value is increased many fold. The engine in question has been in use nine years.



KNOXVILLE, Tenn., June 30th, 1902.

OTTO GAS ENGINE WORKS, Philadelphia.

Gentlemen: I would like your catalogue of "Marine Engines," boats, etc. I have one of your stationary engines and am much pleased with it. I bought it contrary to the advice of several friends, but I thought that as the Otto people had been making gas engines longer than anybody and were still in the business, the engine must be the "real thing." I have had no occasion to change my mind or regret my purchase, but on the other hand have converted some unbelievers.

We are thinking of buying a marine motor and would like to investigate your make of same. Yours truly, (Signed) W. B. SULLINS, Ass't Cashier, Mechanics Nat'l Bank.

THE OTTO GAS ENGINE WORKS

Chicago Representative, T. W. SNOW, 360 Dearborn St.

PHILADELPHIA, PA.

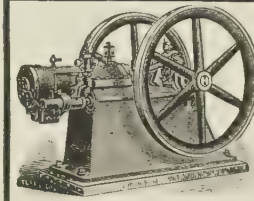
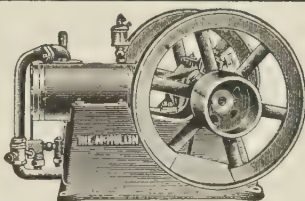
THE CHEAPEST POWER PLANT ON EARTH

is the Gasoline Engine. Learn something to your advantage about

McMullin Engines

by writing us. Catalog and prices on application.

McMullin Motive-Power and Construction Co.
404 Royal Insurance Bldg., CHICAGO.



THE Columbus Gas and Gasoline Engines.

Simple, effective, easily started and adjusted.

Columbus Machine Co.
COLUMBUS, OHIO.
Send for Catalog No. 39

SHIPPERS' RECORD BOOK NO. 20

is designed to facilitate the book-keeping of grain shippers, and to minimize the labor of keeping a complete record of each car shipped. The book is 9x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2,900 car loads.

At top of left-hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads. Price, \$1.75. Express Prepaid, Address

GRAIN DEALERS COMPANY
255 LaSalle St., CHICAGO, ILL.



LIGHTNING GAS ENGINE AND SCALES

KANSAS CITY HAY PRESS CO.
459 Mill St. KANSAS CITY MO



The Practical Gas Engineer

By E. W. LONGANECKER, M. D.

A manual that tells what a Gas or Gasoline Engine is; How to Purchase a Gas or Gasoline Engine; How to Install the Engine; How to Operate it; How to Care for it; What to do when it gets Stubborn, and How to do it. In short, just how to handle it successfully and all about it.

This book contains all the practical points needed by a purchaser, owner or operator of a Gas or Gasoline Engine. The book contains 130 pages, and every paragraph is numbered.

The index is complete, occupying thirteen pages. In it every point regarding Gas and Gasoline Engines is listed alphabetically. The page and paragraph numbers are given which enables the user readily to find the information desired.

This book is just out and is strictly up-to-date. You can not afford to be without it. It is of convenient size, printed on book paper and neatly bound in cloth.

Price \$1. For Sale by
GRAIN DEALERS COMPANY,
255 La Salle Street, CHICAGO.

The Gas and Gasoline Engine and Its Age

By NORMAN & HUBBARD

Is a practical hand-book of questions and answers on any difficulty that may arise in the care, management and operation of a Gas or Gasoline Engine. It is a reference book for users and those contemplating the purchase of a gas or gasoline engine.

It gives a historical review of the growth of the gas and gasoline engine and the features that are essential to the good working of a gas or gasoline engine. It gives a long list of questions and answers which are invaluable to users, describes an indicator, the pounding of engines, precautions in running a gas engine, etc. It also gives a description of nearly all the prominent makes of American engines, besides a very complete set of rules and tables, which are invaluable to operators of engines. This book is of convenient size, well bound in cloth covers, printed on book paper, and profusely illustrated. Price \$1.00.

FOR SALE BY
GRAIN DEALERS COMPANY
255 LaSalle St., CHICAGO, ILL.

Gas Engine Books

Operators of gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance.

THE PRACTICAL GAS ENGINEER,
by E. W. Longanecker, M. D., Price, \$1.00.

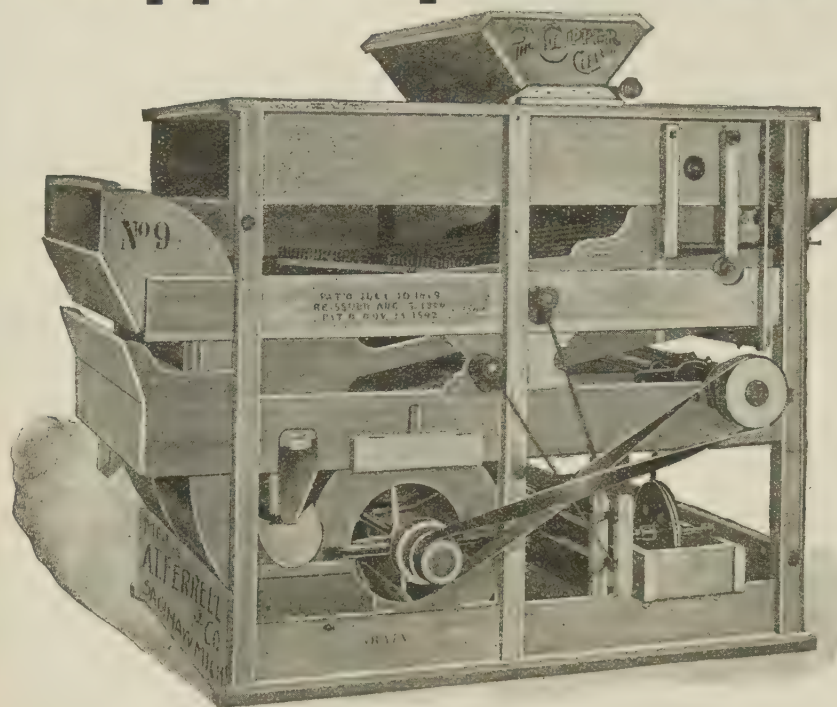
THE GAS AND GASOLINE ENGINE,
by Norman & Hubbard, Price, \$1.00.

THE GAS ENGINE HANDBOOK,
by E. W. Roberts, Price, \$1.50.

For any of the above address,

Grain Dealers Co.,
255 La Salle St. Chicago, Ill.

Clipper Special Bean Cleaners



This cut shows our No. 9 Special Bean Cleaner with Clay-Crushing Rolls and Traveling Brushes.

The very large sale on this machine the past year throughout the Michigan, New York and Canadian bean-growing districts, is due entirely to its merit, and the excellent reputation of our line of Cleaners.

The Rubber Clay-Crushing Rolls are specially vulcanized and will not split the stock, but will crush lumps of dirt or clay so it can be blown or screened out.

The Traveling Brushes keep the screens from clogging and insure full screen capacity and uniformity of the work at all times *without personal attention from the operator.*

Write for Sample Plate of perforations and new catalogue.

A. T. Ferrell & Co., Saginaw, Mich.

DO YOU WANT

The grain trade news? Then subscribe for the GRAIN DEALERS JOURNAL, which is published on the 10th and 25th of each month by the Grain Dealers Company, at 10 Pacific Avenue, Chicago, for \$1.00 per year.

For

**STRENGTH
DURABILITY &
ECONOMY**

CARTON CONVEYOR BELTS

Have no equal for Conveying or power transmission.

Catalogue and prices for the asking.

The Carton Belting Company,
Allston District,
Boston, Mass.

Stronger and cheaper than leather or rubber.

Cifer Codes

USE A GOOD TELEGRAPH CIPHER CODE :: PREVENT ERRORS, REDUCE THE COST OF SENDING MESSAGES AND PREVENT CONTENTS BECOMING KNOWN TO AGENTS :: :: ::

ROBINSON'S TELEGRAPH CIPHER CODE is used more extensively by the grain trade than all others combined. Well arranged. Compact; can easily be carried in the pocket. Well printed on good paper. Bound in leather, \$2.00; cloth, \$1.50.

A, B, C, INTERNATIONAL CODE is used more extensively in international trade than any other. Bound in cloth, 480 pages. American Edition, \$5.00.

BALTIMORE EXPORT CABLE CODE, the latest, simplest and most popular code used in the export grain trade. Bound in leather, 152 pages. Price, \$8.00.

COMPANION CABLE CODE, a complete general code, with words from the official telegraph vocabulary. Bound in cloth, 144 pages. Price, \$5.00.

JENNING'S NEW ENGLAND TELEGRAPH CIPHER AND DIRECTORY. Bound in morocco, \$3.00.

STEWART'S INTERNATIONAL CODE. By means of which any number from 1 to 1,000,000 can be expressed by a single word of not more than ten letters. Bound in paper, 22 pages. 25 cents.

UNITED STATES CIPHER CODE. Bound in cloth, 136 pages. price, 3.00.

for any of the above, address

GRAIN DEALERS CO.
10 PACIFIC AVENUE, CHICAGO, ILL.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

ELEVATORS FOR SALE.

ELEVATORS for sale or trade for farms. W. A. Thompson, Attica, Ind.

ELEVATOR, 7,000-bu., for sale at a bargain; on P., C., C. & St. L. Ry. Lock Box 98, Sulphur Springs, Ind.

ILLINOIS elevator at sacrifice or exchange for real estate; must be sold. W. L. Cadle, 440 Canal-st., Chicago.

LINE of best in Minn.; 33 1-3 per cent net on investment. Must sell. Woodruff, 1100 Lumber Ex., Minneapolis.

NEW, steam, 30,000-bu. eltr., north cent. Ind.; 1-3 int. or all. R. C., Box 4, care Grain Dealers Journal, Chicago.

TEN THOUSAND-bushel house; large territory, good prospects for crop. Is snap if taken quick. Box 53, Logan, Ia.

TWO GOOD elevators for sale. situated on B. & M. R. R. Price, \$6,000. Fine crop this year. Address F. C. Kellogg, McCook, Neb.

MILL and elevator, west. O.; good bus.; shipments last yr. 100 cars, with poor corn crop; \$7,000. X., box 4, care Grain Dealers Journal, Chicago.

ELEVATOR in good grain territory for sale; steam engine, 35 h. p.; roller and French burr mills for feed grinding. Box 516, Whitewater, Wis.

HAY, grain, feed and coal business is offered at Burns, Kan. Elevator new, storage for 100 cars hay; splendid location. J. C. Lilley, Marion, Kan.

BEST elevator plant in Indiana, first-class in every way, including a large feed mill, on railroad running from Toledo to St. Louis. Address Mac, box 3, care Grain Dealers Journal, Chicago.

MILL and ELEVATOR for sale; Indiana county seat; shipments 250,000. One competitor, shipping same amount. Address Lock Box 262, care Grain Dealers Journal, Chicago.

FIVE good new elevators with a total capacity of 50,000 bushels, on the Frisco R. R., all in the heart of the wheat belt in Okla. "Good crop." Want to sell at once. Wirt & Lyons Co., Enid, Okla.

IOWA, 17,000-bushel gasoline power elevator at station, shipping 325,000 each year, for sale cheap at \$5,000, or trade for good real estate. Only two elevators here. Address Allston, 72 Traders' bldg., Chicago.

ONE mill and elevator and three elevators for sale in Indiana. Three in Illinois; one in southeastern Iowa; one in Nebraska, and one in Kansas. All well located and money makers. Aaron Smick, Decatur, Ill.

ELEVATOR and 360 frontage on side track at Mt. Carroll, Ill., for sale to close estate. Capacity 40,000 bu.; gasoline engine and dump. Good opening for right man. For particulars inquire of N. H. Halderman, Mt. Carroll, Ill.

ON ACCOUNT of poor health, I offer my 22,000-cap. elevator for sale at a bargain. Never handle less than 100,000 annually. Located in Lac qui Parle Co., Minn.; crop failure unknown. Address Ship, box 6, care Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

A GOOD elevator, and hay, coal, feed and flour trade in connection. Crop prospects never better. Good reasons for selling. Address A, box 2, care Grain Dealers Journal, Chicago.

BEST paying elevator in Kansas; well equipped, 20 horse steam power; feed mills, office, scales, cribs and grain house. No competition; established feed and seed trade. A money maker the year round. Address for full information G. F. Farley, Melvern, Kan.

COMPLETE GRAIN RENOVATING plant for sale; on Belt Line, Chicago. Good elevator, with large, new Hess Drier and scouring and separating machinery, all ready for use. Favorable terms. Chicago Grain Salvage Co., 708 Tacoma bldg., Chicago.

ILLINOIS elevator for sale, 20,000 bu.; located on C. & N. W. Ry., 50 miles west Chicago; also feed elevator, coal yard and grounds. Buildings comparatively new. Gasoline engine. No competition. Crop prospects never better. Price, \$7,000. Address C. Keefe & Co., Maple Park, Ill.

ON account of failing health, we offer our elevators for sale; can give possession at once. Walton house, 40,000 capacity, rebuilt last year, steam power, 3 stands elevators, 2 Constants Dumps, slate roof; competition. Onward house, 10,000 bu. capacity, rebuilt this spring; one overhead dump; 1 stand elevators, iron roof. Both on railroad ground. Price for both, \$8,500. Owen Hurd & Son, Walton, Ind.

MICHIGAN grain and hay shipping business, with feed store, for sale at a bargain on account of other business. Shipments last year nearly 200,000 bushels of grain and over 300 cars hay. Trade last year included 3,500 tons of coal, 600 cords wood, 1,000,000 brick and 2,500 barrels portland cement. Complete office furniture; wagons, hay presses, teams, scales, hay and coal sheds, grain cleaner, sheller, feed mill, 20-h.p. gasoline engine. Value, \$15,000. Address Michigan, 72 Traders bldg., Chicago, Ill.

GRAIN FOR SALE.

CORN wanted. Quote, or correspond with, F. Struve, prop. Miles Roller Mills, Miles, Iowa.

SEEDS for sale: Common, Siberian and German millet; also Hungarian and Timothy seed. Will have cane and kaffir corn later. M. B. Sherwood, Brashear, Mo.

WANT the address of hominy mills having feed to sell. (Not in the trust.) Am cash buyers for 25 to 50 cars per year. Quote price. Address A. A., box 4, care Grain Dealers Journal, Chicago.

WHITE WHEAT AND UTAH ALFALFA SEED. When needing white wheat or choice Utah alfalfa seed, write Sam Williamson, Salt Lake City, Utah. Address telegrams "Williamson," Salt Lake City, Utah.

SCALES WANTED.

SCALES not in use can be sold quickly and at small cost by advertising in our department, "Scales for Sale."

ELEVATORS WANTED.

EXCHANGE for good elevator in s. e. So. Dak., or n. w. Iowa, 1/2 sec. good land in S. D.; also 1/4 sec. timber land in Clatsop Co., Ore. Address Lock Box 66, Tyndall, S. D.

IF you want to sell your elevator, advertise it in the "Elevators for Sale" column of the Grain Dealers Journal. This will place your property before all probable buyers and insure your getting a good price for it.

ELEVATORS WANTED. If you wish to sell or lease your elevator, list same with us. It costs nothing unless sale is made, and then only \$1 for each sale resulting. Elevator Agency, 72 Traders bldg., Chicago, Ill.

WANT to buy a good elevator in good territory; eastern Ind. or western Ohio preferred. (Prefer corn and oats territory.) Must be in good town and handle not less than 100,000 to 250,000 bus. per year. Address E. B., box 1, care Grain Dealers Journal, Chicago.

TO TRADE for elevator; furniture and undertaking business in town 800 pop.; only one of the kind in 24 miles; on R. R. in one of the best counties in O. T. Am old wheat man, and will give good trade for good elevator. Prefer one in Minn. or vicinity. This is good, healthy climate; splendid schools and churches. This is chance of lifetime. Address G. G. Black, Garber, O. T.

MISCELLANEOUS FOR SALE.

OREGON PINE LAND for sale at reasonable prices; 2,000 acres. For particulars write to A. Pierre, Oconto, Wis.

BOILERS; engines; pumps; heaters; corn shellers; warehouse cleaners; belting; buckets; transmitting machinery; complete elevator outfits. Correspondence solicited. Pittsburg Steel Shifting Co., Toledo, Ohio.

MACHINES WANTED.

FEED MILL wanted, a No. 8 Bowsher; secondhand; but must be in good repair. Duncan Bros., Braman, Okla.

WE WANT a good grain cleaner, 500 to 700 bushels an hour capacity. Have you got it? Hartley Grain Co., Hartley, Ia.

WANTED to buy, a good 2d hand Western Combined Sheller, 2 to 300 bu. per hour cap. Price right. If you want to sell address A. A., box 4, care Grain Dealers Journal, Chicago.

Grain Trade Books

of all kinds can be obtained at the office of the
GRAIN DEALERS JOURNAL, CHICAGO.

We are in the market to buy several Grain Stations throughout Central Illinois. Write us, giving price description of plant, and territory.

Burks Grain & Elevator Co.,
Receivers and Shippers,
Decatur, Ill. Detroit, Mich.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

ENGINES FOR SALE.

SECONDHAND GAS and gasoline engines bought, sold or exchanged. J. M. Johnston, 217 Lake st., Chicago.

CHEAP: An almost new Otto 5-h. p. engine. Guarantee it to be as good as new in every respect. We bought 15-h. p. Write Revere Elevator Co., Revere, Minn.

ONE second-hand tubular boiler, 16 ft. by 52 in.; 20-ft. smokestack, 24 in. diam. Price, \$100, f. o. b. cars, Kempton. M. J. Lee & Son, Kempton, Ind.

CENTER CRANK 8-h. p. steam engine in good repair, including ten-horse return flue boiler and all fittings. A bargain for \$150. Write or inquire of C. B. Johnston & Co., Arrowsmith, Ill.

CENTER CRANK ENGINE for sale; 14x16; manufactured by the Erie City Iron Works; rated at 70 h.p.; used about 4 years; in first-class condition. Inquire Iron Elevator & Transfer Co., Buffalo, N. Y.

CENTER CRANK engine for sale, 12x16, manufactured by Erie City Iron Works, balanced valve, extended shaft and pillow-block box, in good order, will sell cheap. Inquire of H. Clark & Son, Arlington, O.

STEAM AND GASOLINE engines for sale; 26, 12 and two 3-h.p. Charter; 17-h.p. New Era; 4-h.p. Racine, and 5-h.p. Fairbanks Gasoline Engines. Steam engines of 15, 35 and 40 h.p., and boilers of 20, 40 and 50 h.p. C. D. Holbrook & Co., Minneapolis, Minn.

FOR SALE—Second-hand gasoline engines, 1 to 50 h.p. Why buy new engines when we sell slightly used and guaranteed at one-half original cost? We have all makes and all sizes. Write us, stating your needs. Price Machinery Co., 507 Great Northern bldg., Chicago, Ill.

NEW ENGINES at low prices. We have in stock the following sizes: 10-h. p., 15-h. p., 20-h. p., 25-h. p., 50-h. p., 60-h. p. "Tandem" Gasoline Engines, which we offer at decided bargains. First-class, substantial engines. Write us at once. Northern Engineering Works, 31 Chene st., Detroit, Mich.

SECOND-HAND gasoline engines cheap; 30-h.p. Webster, \$600; 12-h.p. Fairbanks-Morse, \$350; 15-h.p. Chicago, \$375; 7½-h.p. Fairbanks-Morse, \$275; 4-h.p. Fairbanks-Morse, \$190; 6½-h.p. Webster, \$250; new 16-h.p. Dayton, \$550; f. o. b. cars Chicago. A. H. McDonald, 36 W. Randolph-st., Chicago.

ONE 9x14 40-h. p. Atlas Automatic Side Crank Engine and one 40-h. p. portable boiler on skids, with 48 3-inch tubes, 22x44 feet stack. This plant has been used carefully for three years and is in first-class condition. May be seen running until June 25th. Address for particulars, Pittsburg Steel Shafting Co., Toledo, Ohio.

ONE 12-h. p. Ideal Balance Valve Horizontal Steam Engine, 7 in. bore, 10 in. stroke, weight 1,800 lbs., complete with lubricators. Price, \$140. One h. p. horizontal steam engine, center crank, 6 in. bore, 8 in. stroke, weight 700 lbs., complete with lubricators. Price, \$100. J. Thompson & Sons Mfg. Co., Beloit, Wis.

ENGINES FOR SALE.

GASOLINE engine for sale; 12-h.p. Charter, complete; run only 1 week. The A. C. Tiede Co., Elkport, Iowa.

FOR SALE—Replaced with larger engine. Buckeye Automatic 9x14 in good condition. Bourbon Ele. & Milling Co., Bourbon, Ind.

MILLS FOR SALE.

FLOUR MILL for sale in thriving district E. Thornton, Wapella, N. W. T.

200-BBL. MILL and 30,000-bu. elevator on the Clover Leaf for sale at a bargain. J. D. Fritch, Frankfort, Ind.

ONE 75-barrel mill in Central Ohio, located on two trunk lines, very prosperous and progressive town; owner has made money enough and wishes to retire. Address for full particulars, P. O. box 501, Toledo, Ohio.

75-BBL. Ohio mill with 10,000-bu. capacity elevator for sale. Practically new and running steady with a large crop of corn to handle this fall. Owner wishes to quit business. Will sell less than cost and very reasonable terms. Write me when you mean business. L. H. G., box 4, care Grain Dealers Journal, Chicago.

100-bbl. merchant and exchange, wheat and corn mill, steam power; 3-story and basement brick, 43x33. Three-story frame joining, ironclad, 33x33. Storage capacity 5,000 bu. wheat. Good brick engine room and stack. Good barn and shop, separate one-story frame, 50x50; bins for storing 6,000 to 7,000 bu. wheat or corn. Location good. Will sell cheap. Address A. W. Songer, prop., Kimmunity, Ill.

MILL PROPERTY for sale, with wholesale and retail and grist business; flourhouse, warehouse, barn. Creamery on ground pays \$200 a year and draws trade. Mill 2½ story and basement, containing 2,000 bu. grain storage, tubular boiler, automatic engine, 5 elevators, good sheller; 3-high 6-roller mill; 1 stand single rolls; 2 buckwheat and rye reels, corn-meal bolt, scales, trucks. Best location, on Main-st., lot alone worth \$1,500; my price is \$3,500; no trade. T. G. White, Marion, Iowa.

BAGS New & Second Hand
All sizes to order. Write for prices.
CINCINNATI BAG CO., CINCINNATI, O.

**TO BUY
SELL
RENT or
LEASE an
ELEVATOR**

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns, yet cost you only 15 cents per line. Try it.

ENGINES WANTED

WANTED: 20 or 25-h. p. gasoline engine, in perfect order, cheap for cash. Prefer Dayton make. B. B., box 4, care Grain Dealers Journal, Chicago.

SCALES FOR SALE.

SCALES, 2d-hand, all sizes, also new ones cheap. Chicago Scale Co., Chicago.

HOPPER SCALE for sale, 60-bushel Fairbanks. C. D. Holbrook & Co., Minneapolis, Minn.

EIGHTY-ton, 42-ft. Fairbanks Track Scale for sale; bargain. A. F. Chase & Co., agents for Monarch Scales, 215-3d st. So., Minneapolis, Minn.

The broomcorn area is reported to be one-third less than last year.

H. G. Pollock, Middlepoint, O., will put in a feed mill.

An effort is being made by the Illinois Grain Dealers Association to induce the Board of Trade so to change its rules that trading can be done in No. 3 corn. This movement, as we understand it, has our hearty approval. It would benefit producers and the trade at large and make of the Board of Trade a greater market without detriment to anybody.—L. H. Manson & Co.

SECOND-HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Belters, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

GRAIN DEALERS JOURNAL
OF CHICAGO.
COSTS 15 CENTS PER LINE.

Record of Cars Shipped FORM 385

Is designed especially for the use of country shippers in keeping a complete record of each car of grain shipped.

It contains 160 pages of Record Linen Ledger paper, ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount Freight, Other Charges, Remarks.

The book is 9½ x 12 inches and has spaces for recording the foregoing facts regarding 2,400 carloads. It is well bound in strong boards with leather back and corners. Price, \$1.50.

GRAIN DEALERS COMPANY
255 La Salle St., CHICAGO, ILL.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

MACHINES FOR SALE.

WILLFORD 3-roller mills for sale; one No. 1, one No. 2. C. D. Holbrook & Co., Minneapolis, Minn.

TWO SMITH LIFT DUMPS for sale, almost new. Price reasonable. Mattoon Elevator Co., Mattoon, Ill.

METCALF Bifurcated Car-Loaders for sale; bargain, secondhand. T. V., box 1, care Grain Dealers Journal, Chicago.

A CORN, oats and wheat cleaner of large capacity; a bargain; 10 days' trial. B. S. Constant Co., Bloomington, Ill.

SHELLER for sale: One Western Warehouse Cylinder Sheller, with cleaner, almost good as new. H. G. King, Mt. Union, Ia.

CAR MOVERS, double clutch, best on the market, sent on thirty days' trial. Address Pittsburg Steel Shafting Co., Toledo, Ohio.

SHELLERS, CLEANERS & CLIPPERS of different makes; second-hand, good condition; at low prices. Address A. S. Garman & Sons, Akron, O.

SIXTY 8x5 elevator buckets; 100 ft. No. 67 detachable chain belting and jack irons for a wooden boot; all in good condition and nearly new. C. T. Sidwell, Florence, Ia.

WANTED—Grain elevator men who want grain handling machinery of any description, new or second-hand, can get their wants promptly supplied by advertising them in this department.

ABOUT 150-ft. Jeffrey Chain Conveyor, suitable for an ear corn drag or for conveying small grain either from dump or from storage bins. For further particulars and price write to Churchill & Co., Buffalo, N. Y.

OAT CLIPPER for sale, No. 9, latest improved Monitor, never been run. Or exchange for feed mill with capacity of 5 to 7,000 lbs. per hour. Address Clipper, box 7, care Grain Dealers Journal, Chicago.

ONE No. 3 Miami Valley Corn Cleaner; 1 Smith Patent Ear Corn Feeder; 1 Eureka Wheat Cleaner, brand new; was never set up. for sale. Price is right. Raymond P. Lipe, 50 St. Clair bldg., Toledo, O.

LARGE BARLEY AND WHEAT REEL, about good as new; 60 reels, an exceptionally fine machine for taking out all kinds of seeds and small kernels. Cost \$400. Will take \$100 cash. S. D. H., box 4, care Grain Dealers Journal.

OAT CLIPPERS for sale at half price of new; two B. & L. 1,000-bu. clippers replaced by machines of larger capacity, same make. Used one season. In good condition. Address C. G. M., box 12, care Grain Dealers Journal, Chicago.

ONE 18-in. vertical French burr stone; 1 14-in. vertical French burr stone; 1 advance wheat brush; 2 600-pound portable scales; 1 Western Mill Sheller; 1 2-hole corn sheller; 2 32x6 ft. hexagon corn meal bolts; 2 18x60 in. corn meal sieves, for sale. Also a lot of shafting, pulleys and belting and 50 stands of elevators complete. Address The E. E. Hollister Co., 116 North Front street, Quincy, Ill.

SITUATIONS WANTED.

POSITION wanted as grain buyer in country elevator; married man; 35 years age; 5 years' experience; good references. Box 142, Ipswich, S. D.

HELP-WANTED advertisements invariably bring twenty times as many replies as any other. If you want help, advertise in The Grain Dealers Journal and you will have a large number of applicants to select from.

POSITION wanted in Chicago or its vicinity by a young man experienced in the grain, lumber and milling business. Can manage any of the above; good office experience. P. B., box 4, care Grain Dealers Journal, Chicago.

POSITION wanted with good grain firm as road man and grain buyer. Six years' experience in this work; first-class reference; personally acquainted with grain trade thru Indiana, Illinois and Ohio. Please address R. J. Sullivan, Sheldon, Ill.

SITUATION WANTED as grain buyer or inspector with some large elevator interest or buyer of wheat and other grain; 25 years' experience in handling grain and managing elevator; best of references. Address J. H. Dickerson, Jr., Burgin, Ky.

POSITION wanted as manager of cleaning house; have had three years' experience; or will take position as buyer at good country station, steam house preferred; or I will buy half interest in good elevator; have had 18 years' experience. Address L. C., box 4, care Grain Dealers Journal, Chicago.

A PARTNER

HELP or a POSITION,

can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain-trade's accepted medium for "wanted" and "for sale" ads.

HELP WANTED.

YOUNG MAN who understands insurance, wanted, to solicit elevator insurance. Address F. R. T., box 3, care Grain Dealers Journal, Chicago.

EXPERIENCED elevator foreman wanted. State experience; give references and full particulars. F. F., box 4, care Grain Dealers Journal, Chicago.

WANTED—An experienced elevator man for small country elevator. One who understands handling a gasoline engine. State salary expected and how soon you could report for business. The Wallace Co., Port Austin, Mich.

A NORWEGIAN grain buyer that has had plenty of experience; thoroughly competent for a station when competition is strong, and must be able to buy his share of the grain wherever put. A strong grain buyer is what is wanted; no other need apply. State salary desired in first letter. Address F., box 4, care Grain Dealers Journal, Chicago.

GRAIN WANTED.

BUCKWHEAT GRAIN WANTED. Address H. H. Emminga, Golden, Ill.

WANTED: Feed barley, and new No. 2 and No. 3 rye. W. H. Small & Co., Evansville, Ind.

Your Business

Announcements in this frame would attract the attention of many thousand grain dealers each month and bring you business. Try it.

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

190

Gentlemen—Enclosed find One (\$1.00) Dollar, for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name of firm.....

Capacity of Elevator..... Post Office.....

.....bus. State.....

STAINED OATS AND BARLEY

can be made bright and sweet by our patent process of purifying. Then, too, you can get a better price for your grain. The impurities such as smut, must and mold odors are entirely removed.

A purifier can increase your profits enough to pay for itself in a short time. . . . Write for particulars to

THE AMERICAN GRAIN PURIFIER CONSTRUCTING CO.
Davenport, Iowa, or Kentland, Ind.

WANT ADS....

in the GRAIN DEALERS JOURNAL make wants known to everyone connected with the grain trade.

If you desire to buy or rent, sell or lease an elevator or anything used by grain dealers, try a JOURNAL want ad twice a month and your want will soon be satisfied.

COMPLETE ELEVATOR OUTFITS.

We are HEADQUARTERS for Buckets, Scoops, Conveyors, Belt-ing and all kinds of Supplies. Send us your Bill for Estimates.

MIDLAND MACHINERY CO.,

309, 3rd St., So.

Prompt Shipments Guaranteed.

MINNEAPOLIS, MINN.

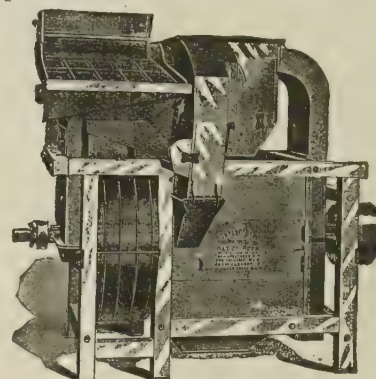
CLIP YOUR

OATS

WITH AN

Invincible Oat Clipper

It clips rapidly, perfectly and without waste, regardless of the weather. Large capacity, perfection of work, economy of operation, simplicity and durability are points in its favor.



Our machines are compactly built, run smoothly and do not hull the oats,

We manufacture Oat Clippers, Receiving Separators, Scourers and Cleaners, Needle Screen Gravity Separators and Spiral Belt Separators. . . . SEND FOR CATALOG

Invincible Grain Cleaner Co.

INVINCIBLE WORKS

SILVER CREEK, NEW YORK

REPRESENTED BY

W. J. SCOTT, . . . Wyoming Hotel, Chicago, Ill.
EDW. A. ORDWAY, 512 Exchange Bldg., Kansas City, Mo.
CHAS. H. SCOTT, . . . Nicollet Hotel, Minneapolis, Minn.
J. N. BACON, . . . Baicherne Block, Indianapolis, Ind.

How Do You Know It's Cheaper?

Every once in a while a man breaks out with the remark that "I'd like to have a Monitor Scourer in my grain cleaning department, but there are cheaper machines."

How do you know they are cheaper?

It's the same old story of the "Cheap-in-the-Beginning-Man" getting a thing at a "Dear-in-the-End-Price."

If there was a great big difference in the price between the "Just-as-good" Scourer and the Monitor Scourer, there might be something in this cheap proposition, but there is not enough difference in money to make it worth while, and nine cases out of ten we find that a man pays just as much for the capacity of the machine he buys as he would pay for the same capacity in a Monitor Machine.

If you buy the "Just-as-good" Machine and you *think* you are getting a five hundred bushel machine and it turns out that it can only do four hundred bushel machine, you are paying for a four hundred bushel machine, aren't you?

That's reasonable, isn't it?

It's chances against you that if you had bought our four hundred bushel machine you would have got it at the same price and possibly a little cheaper.

The whole point comes right here with regards to the Monitor product:

In the Monitor product you get *exactly what you pay for* at a price that you have got to pay for a machine that is "just-as-good" as the Monitor.

We haven't been in business as long as we have to let anybody else set the pace.

The Monitor product has always been right up front—always been doing all it said it would do—always doing it at a price that was fair and square and honest, and we won't give anyone the advantage to-day.

The Monitor Scourers do closer, better and more even work.

You can do light or severe scouring at your pleasure.

They have absolutely positive and controlled air separations.

It has better sieve separations.

Its capacity is just what we say it is.

Its construction is just what our trade-mark stands for.

It makes the best machine in the market.

These are the things that the Monitor trade-mark stands for, and these are the things you pay for and these are the things you get, and if you can point to one thing in which our guarantee fails in being reproduced right on the floor, back goes the machine to us—there is no "ifs," "ands" or "buts" about it.

We go anywhere for business and talk to any kind of a man who talks business, and we would be glad to hear from you if you are thinking about it.

And just here we would like to ask you again about that cheap machine—how do you know it is cheaper?

Do you know, or did somebody else tell you so?

The Huntley Manufacturing Co.

Grain Cleaning Machinery for Mills and Elevators

THE MONITOR WORKS

SILVER CREEK, N. Y.

GRAIN DEALERS JOURNAL
 Published on the
10th and 25th of Each Month
 BY THE
GRAIN DEALERS COMPANY
 255 La Salle Street,
 CHICAGO, ILL.
CHARLES S. CLARK,
 Editor and Manager.

Subscription Rates:
 One Dollar per year; Sixty cents for six months. Invariably in advance. Fifteen cents should be added for exchange when sending local checks.
 To Foreign Countries within the Postal Union, postage prepaid, \$1.75 per year.

Advertising Rates
 furnished on application. The advertising value of the Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth.

Letters
 on subjects of interest to those engaged in the grain trade, and trade news items are always welcome.

CHICAGO, ILL., AUGUST 25, 1902.

BOYS are seldom suffocated in the bins of elevators which deny them admission.

THE crop conditions promise to make the ensuing year a profitable one for grain hospitals.

WANTED—Three or four weeks of dry, hot weather. Address Corn Growers, Everywhere, U. S. A.

JULY'S corn corner has passed into history, but there are a few bears who seem to have forgotten all about it.

IF the rain does not soon cease falling the 1902 corn crop will be gathered in boats instead of from step ladders.

WITH a real trust in harvesters perhaps the farmer agitators will have less to say about the imaginary grain trust.

HAVE you decided what route you will travel to the next annual meeting of the Grain Dealers National Association?

ELEVATOR operators are not often maimed in the machinery, but the present month seems to have an unusual number of accidents.

IF THE Wolverines continue to organize and exploit health food companies Michigan will soon be an attractive market for off grades.

BUCKET SHOPS are reaping a harvest which would seem impossible to a legitimate commission man, and are impossible to the honest man.

SHIPPERS who persistently make overdrafts against grain shipments are not likely to stand well with receivers. It is much better to give fair consideration to the rights of the man at the other end of the line.

THE Department of Agriculture has now built a seed house in the hope of facilitating the work of its annual free distribution of stuff called seeds.

FARM tool makers are entering the gas engine field with engines made to sell and not to run. The cheap farm engine is not the kind needed in the elevator.

AUTOMATIC weighing machines that get out of order soon will never become popular with elevator operators. Some of these devices are so complicated they never will get further than the patent office.

IF the Chicago Board of Trade accepts the suggestion made by meeting of grain dealers in this city last week, which is reported in full elsewhere in this number, provision will be made for trading in No. 3 corn futures.

TRACK BIDS are not often sent out for No. 4 oats, but recently this occurred, shippers being loathe to accept bids for No. 3 because they feared their oats would not grade. Shippers who did have No. 3 white oats and accepted No. 4 prices of course did not profit by the change.

CHANGING the rules on grading at this time is a good deal like locking the barn door after the horse is stolen. Hedgers needed easier grades during the past scarcity, but with big crops staring them in the face it is the bulls who will need protection.

THIS journal does not knowingly solicit, nor does it want the patronage of receivers or track buyers who willfully undermine the business of regular grain dealers by handling shipments from or supplying market information to irregular dealers. It stands for the regular dealer, who has money invested in the business, first, last, and all the time.

BEARS have again been trying to get pierced by the horns of the Bulls in the corn pit. They seem to forget that September will have passed into history long before corn of the 1902 crop is deliverable on contracts, and the few farmers who have old corn have not time to haul it to market.

SHORT sellers who made money in the past by selling distant futures and shipping in grain to fill their contracts seem to have permitted the short selling habit to get such a strong hold on them that they continue the dangerous practice, notwithstanding the fact that futures no longer command a premium over the cash.

LOW GRADE wheat has already brought grief to many shippers who persist in buying it on the basis of No. 2 prices. The receipts of leggy and damp wheat at all winter wheat centers has

been distressingly large since the new crop commenced to move; and, judging from the vigorous kicking indulged in by the shippers, much of it had been bought at No. 2 prices. If you want to avoid losses on low grade stuff, take the precaution of not paying more than it is worth.

JOHN HYDE, statistician of the United States Department of Agriculture, has accepted an invitation to address the members of the Grain Dealers National Association at their annual convention on crop statistics. This subject is always interesting to grain dealers, but an address from so eminent an authority will prove doubly so.

THE per diem system of charging for use of freight cars, seems certain to increase the supply of cars, as well as to multiply the earning capacity of each car. One encouraging feature of the per diem system is that it will have a tendency to prompt the railroad companies to charge more than ever, to the man who uses cars for warehouse purposes, namely, the scooper.

WEEVILS are causing trouble to grain elevator men who neglected to clean their plants before receiving new grain. A thorough cleaning and a coat of white-wash mixed with concentrated lye when the elevator was empty would have gone far toward holding the pests in check. Now repeated treatments with bisulfide of carbon will be necessary to secure relief. During hot weather these insects increase at an alarming rate and if not interfered with will soon be found in every part of the house.

CIVIL service rules rigidly and intelligently enforced will go far toward reducing the dissatisfaction with the grading by Chicago grain inspectors. Politicians cannot be expected to grade grain correctly, but just so long as they are able to trade votes for places, the grain business will be sacrificed to the ambitions of the leaders. When the grain trade tires of being bot and sold as suits the whims of the politicians, there will be a violent agitation which will scare the politicians into instituting needed reforms upon their own account. But until the grain trade is a unit in its demands and the dealers persistently and vigorously protest no effort will be made to give relief.

GROWN wheat which has sprouts more than two and one-half inches long can not be expected to grade No. 2 in any market, yet some shippers are kicking vigorously because their bewhiskered grain is graded No. 4 or rejected and does not bring what they paid for it. On few crops of winter wheat has it been necessary for country shippers to use greater discrimination in buying than

the present. Grain bot right is always half sold, and if shippers will refrain from paying the value of No. 2 at their station for grown grain, they may make some money, but none who do otherwise can expect to make a living. Off grades must be discounted just as closely at country stations as at terminals if the loss on account of inferior quality is to be borne by the farmer who is to blame for it.

FREE Canadian wheat is a subject which continues to attract considerable attention throughout the Northwest, while in New York free Canadian barley is the cry. The malsters want it. In the Northwest not only the millers are interested in securing free wheat, but the progressive grain merchants who wish to extend their own business and the influence of their own market, are eagerly discussing the subject at every opportunity.

OATS, and in fact all grains, have been so wet this season as to cause some shippers to hesitate to place them in tight box cars for shipment. A few have dared the shortage evil and left car doors open a few inches, with the result that their grain did not heat in transit. The ventilated grain car is another of the long wished conveniences, which grain carriers have not seen fit to supply, but it is not unreasonable to suppose that they will recognize the need of ventilation some day and supply it.

FIRE-PROOF elevators continue to gain popularity with the trade and contracts for many new ones are now under way. For a time operators of this class of houses in the Northwest were not disposed to store grain in such houses without insurance. The destruction of the Ft. William elevator, which contained an unreasonable amount of wood, and was not equipped with a dust collecting system, has made some operators of this class of houses feel less secure and insurance is now being carried. The rate for insurance of this class of risks is so very small as not to prove burdensome.

WRITTEN CONTRACTS for grain bought of farmers for future delivery are now being demanded more extensively by grain dealers than ever before and with good results, not only to the dealer, but to the farmer. He sells the grain, puts the transaction in writing and stops wasting his time running from dealer to dealer trying to get a higher price than his contract figure. No grain dealer can afford to speculate on the grain market and at the same time speculate on the word of a fickle-minded farmer. If the farmer insists on selling his crop in advance of delivery let him specify the number of bushels and agree in writing to deliver.

WILD-CAT insurance companies seem to thrive beyond all precedent during these days of prosperity and high insurance rates. Their number surpasses all preceding years, due, no doubt, to the unreasonable increase in rates by stock companies. The elevator man can place all of his insurance through any of the responsible mutuals advertised in this

Journal. Hence there is little excuse for his playing into the hands of the wild-cat underwriters. Many companies have been started in Chicago during the present year with not enough money to pay a month's office rent. They get trusted for printed forms and supply policies (?) at any price which will get the business. This kind of insurance (?) is always the most expensive, always the least desirable, yet because it is cheap, many people grab at it.

FREIGHT rates are proving very unsteady except in the Northwest, where they have been rigidly maintained for years and now a reduction is being voluntarily granted by the Great Northern and the Northern Pacific. When the railroads establish uniform rates for all shippers, the printed schedules will be lowered and without any effort on the part of the shippers. The average shipper knows that the ultimate success of his business depends upon uniform and steady rates, unless, of course, he can get a lower rate than any one else. Then he will succeed in spite of himself. However, the millennium of uniform rates so long wished for by every progressive grain shipper is daily drawing nearer. Most railroad companies are beginning to realize that they would be much better off with uniform and steady rates.

GRAIN dealers everywhere are taking a more active interest in the coming annual meeting of the National Association which is now one of the annual features in the life of the trade. It brings together country dealers from different sections of the country with diverse ideas and opinions, breaks down the walls of prejudice, establishes friendly relations, and imbues all with a higher regard for the rights of the other dealer in every controversy. The continued growth of the association during the past year and the addition of another association to those sharing in the affiliation, insures a more interesting and more largely attended meeting than any held in the past. The association is doing much effective work in the interest of the regular dealer and the trade at large and merits the active support of all.

SOUTH DAKOTA retail merchants have recently organized an association one of the principal purposes of which is to strengthen the state law requiring transient merchants to pay license fees. The present law, known as the peddler's license law, has been found weak. If the retail merchants will secure the enactment into law of the ordinance drafted and circulated by the Secretary of the Grain Dealers National Association their state will have a strong law, which does not discriminate against any, but which does require transient buyers or sellers of produce or merchandise to pay a fee of \$25 monthly. As a measure of protection for the home merchants who pay taxes, and the bucolics who are frequently fleeced, the measure has proved eminently successful. It has protected the regular grain dealer also, and no one but the grain merchant has discovered it.

BUILDING of elevators in the Canadian northwest has been checked by the inability to obtain lumber and elevator supplies. The active building season seems already to have exhausted the short supply of lumber. However, the grain men of Manitoba and the Northwest Territories are confident that next

year will witness the building of even a greater number of elevators; and materials will be provided in ample time to complete houses to handle the new crop. Each season finds building operations checked in some sections of the country by lack of materials and machinery. Of course, if elevator men would buy their materials earlier in the year they would not experience so much difficulty. The trouble is they postpone their purchases until the crop is assured and then all insist on having everything in a minute. Naturally many are sorely disappointed.

HEDGING against purchases and holdings has proved so expensive to many country elevator men during recent months that few who were caught short and unable to make deliveries are disposed to take any more chances on their grain getting past the inspectors. It is contended by some, and with very good show of reason, that the country buyer will make more by merchandising grain as he did twenty-five years ago. A few insist in most emphatic terms that they have never made a cent by hedging and will not try again. If they must speculate let them do it independently of their cash grain business. It is not necessary that the purely cash grain merchant take any great chances; if he does not desire to hold each day's purchases until a favorable market prevails he can sell it, his track, the next morning before nine, or consign it. Shippers who were so fortunate as to hold contract grain unhedged when the sharp advances occurred last month made more per bushel on what they shipped in than any of the wind traders. It is interesting to note that one Chicago dealer has a hundred thousand bushels fire-proof storage plant built especially for the purpose of storing cheap grain unhedged until a material advance occurs in the market. He is far from being a bankrupt.

CO-OPERATIVE schemers, who, prompted by the prosperity of the farmers, have been seeking to organize co-operative elevator and shipping associations in different sections of the country, have imitators in the Northwest who place all others in the shade. Last week a company was organized at Pierre, S. D., with the small capital stock of \$50,000,000. The principal incorporator, who has long been known as a farmer agitator and organizer, Mr. Hamilton White, is no doubt doing business on the same plan as that other famous organizer of the Northwest, Mr. J. C. Hanley, who has incorporated so many companies with wonderful prospects and enormous promises. No doubt, like all of Mr. Hanley's enterprises, this last co-operative scheme will soon sink into oblivion. The farmers have played into the hands of the organizers so many times in the Northwest, that until a new crop of farmers is obtained, the agitators cannot expect to harvest a very large crop of suckers. The exposition of the American Farm Company in Ohio, and the extravagant promises of the Vrooman schemers in the Southwest, all help to bring these co-operative schemes and the men who work the farmers, into disrepute. The very fact that prosperity has brought forth so many schemes of this character and induced the promoters to make such extravagant promises, is enough to put thinking farmers on their guard.

The Scooper.

When you see a Scooper brown,
 Kick him.
 If he has no friends around,
 Kick him.
 When you see him, look downcast;
 As tho grain bot, was his last,
 Tell him market's breaking fast,
 Kick him.
 When he does get empty cars,
 Kick him.
 Put up all demurrage bars,
 Kick him.
 Tho his shipments all have brot
 Heavier losses than he thot,
 For your business he has fot—
 Kick him.

LETTERS FROM THE TRADE**A BIG OHIO CAR.**

Grain Dealers Journal: We note in the last issue of the Journal that Toledo is bragging on a car of wheat weighing 1,750 bushels.

We loaded here Aug. 16, 1,793.50 bushels, going them one better.—Patty & Coppock, Fletcher, O.

BEAT THE BIG CAR.

Grain Dealers Journal: Car P. R. R. No. 96,912; shipped to us by W. H. H. Quick of Frankton, Ind., arrived and was unloaded at Export Elevator C, Philadelphia, on Aug. 7, containing 108,300 pounds, or 1,805 bushels of new No. 2 red winter wheat of fine quality.

So far Frankton, Ind., and Philadelphia, Pa., seem to be ahead 55 bushels over Toledo. The most remarkable part about this heavy car of wheat is that it ran ahead of the shipper's invoice 5 bushels on the outturn, which speaks well for Philadelphia weights.—Passmore & Co., Philadelphia, Pa.

CORNERS HARD ON COUNTRY SHIPPERS.

Grain Dealers Journal: I find a great many grain dealers say they have lost heavily on oats thru the Chicago corner, and that they now have contracted for oats at 30 cents per bushel, with no sales against them, while they now pay 20 cents a bushel.

Dealers tell me that the Chicago corners in oats and corn have lost the average country dealer in central Illinois a large amount of money. In some cases dealers are trying to sell out and quit the grain business on this account.—R. S. Nelson, Jacksonville, Ill.

FREE PASSES FOR ELEVATOR MEN

Grain Dealers Journal: I have been thinking why the grain dealers could not get together and form a combination so as to get free passes over the railroads they ship grain over.

We grain dealers give as much, or even more, revenue as anv other dealers, and do not get any accommodations whatever. Th: stock buyer always gets a free trip on each and every load of hogs or cattle he ships. Sometimes he ships one load a week, and, once in a great while, two, while we grain dealers ship from 100 to 500 cars each year.

As we pay the railroads much each year, I do not see why they could not furnish us with a free pass over the railroad over which we ship, and which would not be more than fair.

I tried several times to get a pass, but was always turned down, the company saying if it gave one a pass it would have to give all a free pass.

I would like to have all dealers give their views and perhaps we can some day get together, and have the railroad company furnish us passes.—A. R.

CANCELLED CHARTERS OF ILLINOIS INCORPORATIONS.

Grain Dealers Journal: General attention should be paid to the action of the Secretary of State in cancelling the charters of about thirty-five thousand corporations on the first day of July last. Such cancellation was by virtue of the act of May 10, 1901, requiring corporations to make annual reports to the Secretary of State, and providing for the cancellation of the articles of incorporation for failure to do so. That act of May 10, 1901, superseded the act of April 21, 1899, which act last named, has the same title, but under which nothing seems to have been done.

The act now in force requires that every corporation, before it shall receive a certificate of complete organization, shall file with the Secretary of State, the post-office address of its business office, and that thereafter it shall between the first day of February and the first day of March in each year, report to the Secretary of State, the location of its principle office, the names of its officers, and certain other facts all under the seal of the corporation and signed and sworn to by the president, and if such report, with the dollar fee, is not received by July 1st, the charter is by that failure cancelled, and the corporation no longer has any legal existence. That is what has happened to about thirty-five thousand corporations, and among the number so treated are many growing business concerns and charitable and sociable organizations. The only exceptions in the act are railroad, banking, building and loan, and insurance companies.

In the minds of many this act of May 10, 1901, which may be found in section 192 and following the Corporation Act in Hurd's Revised Statutes for 1901, has been confused with that part of the Criminal Act, namely, Section 269 H., which requires each corporation to file each year an affidavit to the effect that it is not in any way, shape or manner been connected with any trust or combination. That also requires one dollar fee, and many concerns making such affidavits and sending one dollar considered they had complied fully with the Statutes. The danger will come to the firms whose corporations have been cancelled, when they try to sue or convey property or in any manner seek to avail themselves of the advantages of a corporate existence. The Cook County judges have practically knocked out the Anti-Trust Act in the Criminal Code. Some careful lawyers claim that the act of May 10, 1901, is likewise unconstitutional, but until it is so decided it is safer for each concern to comply with the provisions of it, and in case it has now lost its charter, to regain it in the manner provided by the act.—Mitchell D. Follansbee, 205 La Salle street, Chicago, Ill.

A facetious Ohio dealer, who is noted for his unlimited supply of enigmas writes us: "Got one for you. What is the difference between the Chicago Board of Trade and the drainage canal? Give it up. The drainage canal has a big bear trap dam. The Board of Trade a big bear trap. Yours for what it is worth. Say, if you publish this, don't sign my name."

Partial Program National Meeting.

The program of the annual meeting of the Grain Dealers National Association which will be held October 1-3, has not been completed, but a partial list of the speakers follows:

Response for East—Charles England, Baltimore, Md.

Crop Statistics—John Hyde, Statistician, U. S. Department of Agriculture, Washington, D. C.

Repeal of Duty of Canadian Grain—J. L. McCaull, Minneapolis, Minn.

The Future Grain Trade of the Canadian Northwest—Frank O. Fowler, Secretary N. W. Grain Dealers Association, Winnipeg, Manitoba.

State and National Arbitration—Jay A. King, President Iowa Grain Dealers Association, Nevada, Ia.

Improved Weighing at Terminals—Wm. B. Harrison, St. Louis, Mo.

Why All Receivers Should Support the National Association—Warren T. McCray, Kentland, Ind.

Hedging Against Cash Grain—H. H. Peters, Chicago.

The Grain Dealers Mutual.

C. A. McCotter of the Grain Dealers National Mutual Fire Insurance Co. has taken an office in the Board of Trade building, Indianapolis, and hopes to be ready for business by Sept. 10th.

The insurance press, the supporters and champions of the stock companies, are friendly disposed toward the new mutual, as is shown by the following from the Chronicle of New York:

For some time grain dealers in the west have been complaining of the increase in rates on grain and elevators, and have been threatening to carry their own risks. They have now made their threats good by organizing the Grain Dealers National Mutual Fire Insurance company, which is to have its headquarters in Indianapolis. The strongest feature of the scheme is that it has secured a good man for manager and secretary in the person of C. A. McCotter, special agent of the Millers National of Chicago, and a recognized authority on grain and elevator insurance. He has resigned his present position and hopes to have the new company ready for business in September.

The Western Underwriter of Chicago says:

"Several grain dealers met in Chicago this week and decided to organize the Grain Dealers National Mutual Fire Insurance company. The company starts out under very favorable auspices, as it will receive the backing of the important grain men of the country. It will specialize on elevators and grain dealers' property. It is expected that the company will be in operation by September 1. The secretary and manager will be C. A. McCotter, the well-known special agent of the Millers National of Chicago. He is one of the best experts in the grain line in the west, and will make the new company a success."

F. J. Odendahl Commission Co. writes: Russia offers new wheat of 62½ pounds Winchester test per bushel. This is better than America can offer from the present crop of winter wheat. The excellent prospects in Europe indicate a reduction of 100,000,000 bushels or more in the exports from the United States on the 1902 crop, from the exports of the previous crop. This predicates moderate values in the United States.

ASKED AND ANSWERED

RAILROAD GIVE SWITCH.

Grain Dealers Journal: Will some reader of the Journal please state whether a railroad can be compelled to give a shipper a switch if he builds an elevator on his own ground by the right of way?—S. W. Smelcer, Flora, Ind.

RENTAL OF ELEVATORS?

Grain Dealers Journal: Does any reader of the Grain Dealers Journal know of any elevators that are rented, and how much a month they are rented for? I would like to receive this information.—C. W. Henrichs, Bunker Hill, Ill.

SHIPPING LIMITATIONS.

Grain Dealers Journal: Replying to Mattoon Elevator Co., Mattoon, Ill., in regard to terms of shipment, would say that at the last annual meeting of the Grain Dealers National Association a set of trade rules was adopted. Rule No. 2 reads as follows: "Shipment within any particular number of days shall mean to include day of sale, Sundays and legal holidays, etc." Yours truly, George A. Wells, Des Moines, Ia.

FALL IN VALUE WHILE RAILROAD IS HOLDING CAR?

Grain Dealers Journal: A. B. H. shipped E. J. S. car of corn, price f. o. b. shipper's track 68 cents per bushel, under a guaranteed rate of 14 cents to destination. Bill of lading showed 14-cent rate. Agent demanded 17-cent rate per hundred, and consignee refused car, unless he could get it at the 14-cent rate.

The railroad company held this car from Aug. 4 to Aug. 18.

When E. J. S. has paid all demands of the railroad company under protest is not the railroad company responsible for the difference in the price of corn from Aug. 4 to Aug. 18, and damages, and the \$12 demurrage paid on the car?

E. J. S. offered to pay to the agent what was due on the car at the 14-cent rate, and he refused to accept it.

Shipper went to consignee and said: "You take the car of corn at \$50 less than invoice. E. J. S. did so."

Has E. J. S. released any right of action in law he may have had by so doing?—E. J. Spratlin, De Witt, Ark.

INSPECTION NOT SPECIFIED.

Grain Dealers Journal: The broker at Newport News, referred to in this column of Aug. 10th, would not be justified in expecting and demanding Cincinnati inspection. The corn was sold on description without any warranty as to quality save as found in the description itself. The seller agrees to furnish No. 3 corn and he must, under his contract, furnish corn agreeing with that description. Moreover he must, under an implied contract of warranty, furnish No. 3 corn of merchantable quality, but such warranty does not go to the extent of furnishing the best No. 3 corn. At the common law in a sale of goods, where the buyer has the choice to inspect, the loss falls on the buyer and the Latin maxim, caveat emptor, applies generally. When the buyer has no chance to inspect, modern law has raised for his protection an implied warranty that the goods are of a merchantable quality, but not that they are the best goods answer-

ing to the description. In other words, there is no implied warranty that articles sold and answering the description are of the best quality.—II. S. S. Ct. (Mass.) 557. The buyer cannot justifiably expect that the seller will fill his order for No. 3 corn of the best quality when he has satisfied the contract by furnishing corn answering to the description and of merchantable quality.—Mitchell D. Follansbee, 205 La Salle St., Chicago.

ELMWOOD RIGHT OF WAY SUIT—REFERENCES.

Grain Dealers Journal: In reply to the inquiry of B. F. R. in the Journal of Aug. 10, regarding the Elmwood case, I would say that James W. Orr, assistant attorney of the Missouri Pacific Railway, informs me that the case is that of Mo. Pac. Ry. Co. vs. State of Nebraska—found either in 17 Sup. Ct. Rep., p. 130, or 164 U. S. Sup. Ct. Rep., p. 403, or Book 41, Lawyers' Edition, p. 489—same being a decision of the United States Supreme Court reversing State, ex rel, Board Transportation vs. Mo. Pac. Ry. Co., 29 Neb. 550; and afterward followed by Supreme Court of Nebraska in C. B. & Q. R. R. Co. vs. State, ex rel, 50 Neb., 399; found also in 69 N. W. Rep., 955.—A. H. Bewsher, Omaha, Neb.

DECISION REGARDING ELEVATOR SITE.

Grain Dealers Journal: Replying to "B. F. R.," would say that he will find it in Supreme Court Reporter, Volume 14, No. 7, Dec. 21, 1896, and the Reporter can be purchased of the West Publishing Co., St. Paul, Minn. The facts in the matter are that the Elmwood Mill & Elevator Co. applied to the Missouri Pacific Railway for a site on their right of way and were refused by the railroad company, but the Railway Commission ordered the railroad company to give the site, and the railroad still refused. The case was taken to the State Supreme Court with the decision that the Railway Co. give the site. An appeal was taken to the U. S. Supreme Court and the decision of the lower court reversed. Yours truly, Geo. A. Wells, Des Moines, Ia.

SUIT OF ELMWOOD ELEVATOR COMPANY FOR SITE.

Grain Dealers Journal: Missouri Pacific Railway vs. Nebraska, 164 vs. 403—is the case correspondent of August 10 has in mind, when he inquires whether or not the U. S. S. C. overruled the Nebraska State Court requiring the M. P. Ry. to grant the Farmers' Alliance the privilege of building at Elmwood a grain elevator on the company's right of way. The state court issued the order on the ground that the state railway commission had found that the M. P. Ry. had unjustly discriminated against Elmwood Elevator Co., in not allowing them building privileges. The case was carried up to the U. S. S. C. on the only ground possible, viz., XIV. amendment, which says, "no state shall deprive any person of property without due process of law." This court held that inasmuch as it did not appear that the Elmwood Co. intended to establish an elevator for the public use; was not incorporated under the laws of the state to serve any public purpose, but merely to furnish a place for the storing of grain for the members of the alliance and their neighbors; that the order of the state board amounted to the taking of property from the R. R. Co., and giving it to another for private use, and was

therefore plainly not due process of law.—Mitchell D. Follansbee, 205 La Salle St., Chicago.

RULE GOVERNING SHIPMENTS HAS BEEN ADOPTED.

Grain Dealers Journal: I note in your issue of Aug. 10 a letter from the Mattoon Elevator Company, referring to one of the important things that should be passed upon and a rule established by the Grain Dealers National Association in its coming meeting, that is, what constitutes ten days, twenty days, or any number of days on a contract for time of shipments. If the Mattoon Elevator Company, who are listed as members of the Illinois Grain Dealers Association, will keep posted and read the grain journal, they would readily see that this matter has been passed upon by the Grain Dealers National Association in their meeting at Des Moines, Iowa, last October 2, 3 and 4. At that time trade rules were established and adopted. After the meeting the newly elected secretary of the Grain Dealers National Association, Mr. George A. Stibbens published in pamphlet form a list of the officers, committees, constitution and by-laws, plan of arbitration, trade rules, regular members and affiliated members. These lists were forwarded to the various state secretaries and by them forwarded to their members.

The full proceedings of the Des Moines meeting were published in the Grain journals, also the trade rules, which cover the case that the Mattoon Elevator Company wish decided. Following this the Indiana Grain Dealers Association published in its Quarterly Bulletin a copy of the trade rules and they were forwarded to the members.

I remember at the meeting of the Illinois Grain Dealers Association that the secretary of the Indiana Association, Mr. S. B. Sampson of Indianapolis, was present and presented to all the Illinois dealers who were in attendance at this meeting, copies of their Quarterly Bulletin which contained these trade rules.

I think it is the inclination of too many association members when they receive literature from their various secretaries to think it of no value and consign it to the waste baskets. What are we as members of the association paying our dues for if it is not to be kept fully informed of the proceedings of them, and why should one of our members allow his name to go before the receivers and commission men in a controversy which involves the rules that have been established by the associations?—An Ardent Supporter.

Mexico will have to import corn and wheat.

Government inspection of grain exports is agitated in Argentina.

The proportion of the oats crop still in the hands of farmers August 1 is estimated by the government at 4.2 per cent.

The manufacture of paper from oat hulls is being experimented with in the Western Strawboard Company's mill at Gas City, Ind.

Shippers buying low grade wheat are apt to pay too much. Remember the farmer is obliged to sell. He can't very well hold damp wheat, because its condition would grow worse, so why not buy at a safe price?—50 to 55 is enough for shippers to pay farmers for the very damp, badly sprouted wheat. There is going to be lots of poor wheat, and it is liable to sell lower.—J. F. Zahm & Co.

Wrecking of Elevators at Brooklyn, N. Y.

The New York Dock Co. is removing all of the grain elevators along the water front at Brooklyn, N. Y., and utilizing the space for large steamboat docks and warehouses for other commodities such as sugar and coffee. The demand for warehouse room is small, but something had to be done with the ground, if only a small return on the investment was to be earned. The grain elevators were

iron bins within. The eighty bins were 50 feet high, and grain also was stored in the angles between. From any of the bins or angles the grain could be discharged upon the conveyor belt by pulling a slide and loaded into vessels almost without cost. It was one of the most economically operated elevators along the river front, and, of course, fireproof. For this ornate and valuable structure the Brooklyn Wharf & Warehouse Co. paid \$350,000 cash. To-day junk dealers are giving \$18 per ton for the old iron.

Chicago Inspections for Four Weeks.

Wheat, corn nor oats seem to be grading very satisfactorily at Chicago. Some insist that the inspectors, as well as the weather, have been against the grain. On last Saturday not one car of wheat out of the 320 inspected was admitted to a contract grade. Only 5 out of 41 cars of corn got into the contract grades, and 15 out of 249 cars of oats were graded standard.



Wrecking the United States Elevator at Brooklyn, N. Y.

absolutely worthless as income producers, the grain trade having forsaken the port of New York, leaving the Brooklyn elevators empty. They only cumbered the ground.

As recently as six years ago the Brooklyn elevators were the scene of great activity, crowded with tramp steamers taking in grain cargoes. At that time the grain warehouses contained 16,000,000 bushels of grain, nearly filling the 20,000,000 bushels of capacity, and earning large storage charges.

A trust promoter named Thos. McIntyre seized upon the elevators and organized the Brooklyn Wharf & Warehouse Co., with the usual accompaniment of watered stock and exorbitant profits. The excessive charges made a difference against grain loaded at Brooklyn of 1½ cents per bushel, compared with other ports. Exporters finally tired of this extortion and diverted their grain shipments to seaports south and north.

The engraving herewith represents the United States Iron Elevator with most of the massive brick walls removed by the wrecker, thus exposing the circular

For the photograph from which our engraving is made we are indebted to the Brooklyn Daily Eagle.

The National Rice Milling Co., New Orleans, La., is sending out samples and prices of "Star Bran," a rice by-product which it hopes to sell to wheat millers for adulterating wheat bran.

The postoffice, which was established long before the existence of great corporations and trusts awoke any desire for public ownership of public conveniences, is the only living example of what the government can do in the way of serving the nation. Is the postal service as near perfection as a private corporation could bring it? It is doubtful whether any firm or corporation would tolerate half the amount of incompetence exhibited by many employees of Uncle Sam in the various departments of the postoffice. Given the same amount of yearly business done by the postoffice a private concern would clear a million dollars or more without increasing rates, give better service and treat the employees better—N. Y. Daily News.

During the four weeks, July 21 to August 16, inclusive, 7,523 cars of wheat were inspected at Chicago. Of this number only 40 were graded No. 2 Hard Winter, 153 No. 2 Red and 15 No. 1 and 2 Northern. The balance of the receipts were graded as follows—36 No. 3 White, 134 No. 4 White, 699 No. 3 Hard; 261 No. 4; 3,158 No. 3 Red; 2,518 No. 4; 2 No. 2 Colorado, 67 No. 3 and 39 No. 4 Spring Wheat, and 395 cars of No Grade wheats.

The corn receipts during the same period amounted to 2,684 cars, and were graded as follows—250 No. 2 and 832 No. 3 Yellow, 47 No. 2 and 227 No. 3 White; 208 No. 2, 547 No. 3, 471 No. 4 and 102 No Grade Corn.

The oats receipts amounted to 5,818 cars, of which 652 were graded Standard, 75 No. 2, 2,308 No. 3 and 1,079 No. 4 White Oats, 1 No. 1, 425 No. 2, 902 No. 3, 150 No. 4 and 191 No Grade Oats. Only 35 cars of clipped oats were inspected in and but two of these were graded No. 2.

Every grain shipper admits the season has been a wet one, but none believed it so wet as the inspection sheet shows.

Fireproof Tile Grain Elevator.

By E. V. Johnson in Fireproof.

It is conceded by up-to-date architects and engineers that great advancement has been made during the past ten years in the introduction and application of improved methods of fireproofing for buildings, and no doubt in the near future combustible "firetraps," such as are now too common in many of our large cities, will be replaced by fireproof structures of the very latest improved design.

This is especially the case regarding the large modern buildings used for the storage of grain, generally termed grain elevators; these structures are to be found in nearly all the large cities, and on account of the hazardous character of their construction, and the danger from

nately with the regular 12-inch tile. Within the horizontal groove formed by the channel tile suitable steel bands of the proper sectional area are placed and grouted into position with high-grade Portland cement mortar, all joints being flushed full. The steel bands completely encircle the tanks and the full tension value of the steel is maintained at connections by a unique lap joint, so that at all points around the entire circle of the tank the strength of the wall to resist the thrust or bursting strain is uniform throughout. Portland cement mortar of the best quality is used in setting the tile in place, all joints being worked as "close" as possible, to insure the solidity of the work.

The outer surface of the six-inch walls of the tanks is protected from action of

three separate hollow spaces, or dead air cells, to protect the grain stored within from the changes in the outside temperature. The insulation being perfect, no heat can penetrate from the exterior, nor is the grain subject to injury by condensation, or the effects of frost during the winter months.

The roofs of the tanks are formed with T-irons supported upon steel trusses having their bearing on the tile walls. Between the T-irons, 3x12x17½ inches hollow book tile are set in cement, and a composition roof applied thereon as a weathering.

Steel columns and framing are employed to construct the working portion of this great plant. This structure is 160 feet in height; double thicknesses of 3-inch hollow tile are built, entirely encas-



Laying Tile Blocks for Fireproof Elevator at Minneapolis, Minn.

explosive grain dust, they carry the heaviest rates of fire insurance. It is only within the last decade that a really fireproof grain elevator has been built and operated in America.

The largest, most complete and modern fireproof grain elevator yet erected was built by the St. Anthony Elevator Company at Minneapolis, Minn. This structure consists of twelve tanks or bins, erected in two rows, six tile tanks in each row, with a clear space of 30 inches between the tanks. The tanks or bins are 50 feet internal diameter and 90 feet in depth, with a storage capacity of 125,000 bushels of grain each tank.

The walls of these tanks are constructed with 6-inch thick semi-glazed fireproof hollow tile, laid with the "hollows" set vertical, so that the load of the contents of the bins are brought upon the tile in end compression.

Regular courses twelve inches in depth are continued around the tank; upon this course are laid channel or grooved tile 4 inches in depth, "breaking joints" alter-

the elements with 2-inch thick casing tile laid in regular courses 12 inches in depth, and secured during the progress of the work to the tank wall with galvanized steel anchors, all completely bedded in the cement joints. This casing tile is laid with regular "break joints" and presents a finished exterior that is structurally attractive, time enduring and proof against injurious action of the elements.

When completed the combined wall and casing tile make a full thickness of only 8 inches, and when the tremendous weight of the contents of the tank is considered, amounting, as it does, to 3,750 tons, the greater part of which is carried directly upon the vertical walls, it speaks volumes for the value of fireproof tile in compression, and steel in tension, when so proportioned that the maximum of strength is obtained with the minimum outlay for material.

Each 6-inch wall tile is formed with four compartments, the casing tile also being hollow; it will thus be seen that the walls of the tanks are provided with

ing the steel frame on all sides. In no portion of the exterior of this superstructure is any of the steel work exposed to possible injury by fire from adjoining buildings.

After the completion and acceptance of this plant, competent engineers surveyed the entire work, and as a result the company decided to carry their own fire risk, thus effecting a large saving in insurance premiums.

It has been reliably stated that a modern elevator, built on the old-style plank cribbing for bin walls, and wood frame cupola, filled with combustible wood spouts, with a storage capacity equal to that of the St. Anthony elevator, would entail insurance charges on building and contents for one year of not less than thirty thousand (\$30,000) dollars, or an amount equal to 15 per cent per annum on the original cost of the plant. This certainly should appeal to the future investor in elevator properties, for the time is not far distant when the high rates of insurance on grain stored in the old com-

bustible wood firetraps will make it difficult for the elevator operator to earn an interest on his investment in competition with the modern fireproof tile grain elevator.

During the year 1901 eight fireproof tile elevator plants were erected in different cities of the United States, aggregating a total storage capacity of 4,800,000 bushels. Two of these elevator companies are so well pleased with the tile tank as a storage receptacle for grain that orders have been given doubling their present capacity, to be built this year. In addition thereto, several new plants are now in process of construction in America, and also a plant consisting of sixty-four (64) tanks in a cluster, each 21 feet in diameter and 80 feet in depth, is now under way for the Canadian Northern Railroad company at Port Arthur, Ontario, Canada.

Railroad Liability for Fire Loss by Sparks.

In the suit of Carter et al, proprietors of a sawmill, against the Missouri, Kansas & Texas Railroad, to recover the value of their plant, which was entirely destroyed by fire alleged to have originated from a switching engine, the Supreme Court of Texas, on May 12, touched upon several points of law, defining the responsibility of railroads for fires started by their engines, which are of special interest to owners of elevator property on railway right of way.

After a jury had given a verdict for \$150,000 damages, the railroad unearthed a contract made 14 years earlier by which the proprietors of the sawmill, in consideration of a switch being laid to their mill, released the railroad from all liability for damages resulting from sparks of fire from locomotives. The court said:

The contract is not void as being against public policy of the state, nor for want of sufficient consideration. In order to bring the contract within the terms of the statutory prohibition, it must embrace property for which the railroad company would be liable as common carrier at the time of its destruction. The terms of the contract do not embrace property for which the railroad company could be held liable as common carrier. Therefore it is not within the statutory inhibition.

A railroad company, when not contracting in its character of common carrier has the same right of contract as other corporations or persons, and in many instances may make contracts for immunity from liability on account of the negligence of itself and servants. Such a corporation may likewise, by contract, secure immunity from liability for damages caused by the negligence of its servants in operating locomotives, whereby fire is set to property upon the right of way leased to persons for occupancy, and the conduct of private business thereon. *Hartford Fire Ins. Co. v. Chicago, M. & St. P. R. Co.*, 175 U. S. 91, 20 Sup. Ct. 33, 44 L. Ed. 84; *Railroad Co. v. McClure* (N. D.) 81 N. W. 52, 47 L. R. A. 149; *Griswold v. Railroad Co.*, 57 N. W. 843, 24 L. R. A. 647; *Stephens v. Pacific Co.* (Cal.) 41 Pac. 783, 29 L. R. A. 751, 50 Am. St. Rep. 17; *American Cent. Ins. Co. v. Chicago & A. Ry. Co.*, 74 Mo. App. 89.

The power to make contracts is too valuable a right to be lightly swept away under the general declaration that such contracts are contrary to public policy, and we must come to some definite point of understanding what the public policy

offended against consists of. Under the facts in this case, we must ascertain the public policy of the state as to protection from fire by railroad companies from the decisions of the Supreme Court, there being no statute on the subject.

In some instances, courts have spoken upon the subject of contracts against the negligence of the contracting parties as if there was a general rule of public policy which forbids persons to make contracts by which one would be exempted from, or indemnified against, the consequences of his own negligence, or that of his servants or agents; but we have not been able to find any sound authority for such a proposition. In fact, the body of judicial decisions establishes the contrary doctrine, for it is unquestionably true that in matters of life, accident, and fire insurance, the contract is made with a view of indemnifying the insured party against the results of his own negligence, as well as against the negligence of his servants. *Phoenix Ins. Co. v. Erie & W. Transp. Co.*, 117 U. S. 312, 6 Sup. Ct. 750, 29 L. Ed. 873; *California Ins. Co. v. Union Compress Co.*, 133 U. S. 387, 10 Sup. Ct. 365, 33 L. Ed. 730.

The decisions of this court establish that railroad companies must equip their locomotives with the best approved appliances for preventing the escape of fire. *Railway Co. v. Horne*, 69 Tex. 646, 9 S. W. 440. Indeed, one court has created an exception to the general rules of evidence, by which proof of the fact that fire from a locomotive set fire to adjacent property constitutes a prima facie case of negligence on the part of the railroad company, and devolves upon it the burden to prove that its locomotive was equipped in the manner required by law, and carefully operated.

The testimony in this case tended to prove that each of two different kinds of spark arresters was used by railroad companies, and each was considered by experienced railroad men as better than the other, which produced a condition in which it was necessary for the railroad company to make a choice between the two. Under this state of facts, it was the duty of the railroad company to exercise ordinary care (that is, such care as a man of ordinary circumstances) to select and use the better of the two; but, having used such care as the law requires, it cannot be held that a failure of judgment honestly exercised in an attempt to discharge the duty should render the company liable. *M. K. & T. Ry. Co., of Texas, v. Carter, et al*, Supreme Court of Texas, 68 S. W. Rep. 159.

The winter wheat crop is estimated by the government at 380,000,000 bushels.

L. H. Manson & Co. say: A local crop statistician of some renown, perhaps more for his ridiculous estimates than for the merit of them, estimates the total production this year of wheat, corn and oats at 4,225,000,000 bushels. He gives the production of the three cereals last year at 2,500,000,000 bushels, compared with the final estimate by the government of 3,080,000,000. Apparently he has a way of his own of overestimating crops of the future and underestimating those of the past. Perhaps with him it is anything to gain notoriety. It has been said that opportunity knocks at every man's door. Can't the writers for the commercial press hear the knocking? Wake up. Take a Pullman sleeper for Fox Lake or Argentina and then come out with any old estimate of crops and see how noted they will be.

SUITS AND DECISIONS

The American Farm Co., of Carroll, O., which has been characterized as a rank swindle by John M. Sheets, attorney-general of Ohio, has brot suit for \$20,000 damages against Joseph and John Brumer for publishing his statements and thereby preventing the sale of stock in the company to farmers.

C. F. Moulton has brot suit against Henry P. Wright, Kansas City, Mo., to recover \$1,552 for alleged breach of contract in failing to close out a trade in corn when it showed a profit. Moulton gave orders to sell at 64 cents; but the market went to 64½ cents; the broker did not sell until the following day, and at 61 cents.

J. A. Jamieson, elevator architect and builder, has brot suit against Mackenzie, Mann & Co., at Port Arthur, Ont., for \$27,500 damages, under the contract by which Jamieson was to erect the elevator at Port Arthur for the Canadian Northern Railway. The court granted an injunction to restrain Mackenzie, Mann & Co. from going on with the work.

That contracts to stay out of business are not valid when the object is to stifle competition has been decided by Judge Thompson recently in the United States Circuit Court at Columbus, O. The decision was made in the suit brought by the S. Jarvis Adams Co. of Pittsburg against Sanford A. Knapp and J. M. Bossert as individuals and the Coshocton Iron Co. of Coshocton, O., a corporation. The suit was brought against the defendants to enjoin them from manufacturing or selling bell dies similar to those made by the Pittsburg corporation. The Adams company, prior to 1901, had in its employ Knapp and Bossert. Before 1900 Mr. Adams was the owner of the business. In that year the corporation was formed. Bossert and Knapp were given salaries of \$2,500 per year and \$25,000 in capital stock, to be paid for out of the earnings. In 1901 they resigned, but the company declined to pay the earnings on the stock unless they signed a contract not to engage in a similar business in this country. The contract was signed, the money paid over, and shortly afterward the Coshocton company was formed to manufacture the same class of products as the Adams company. The Adams company brought suit to enjoin the defendants. The petition was demurred to, the defense being that the contract was against public policy and entered into for the purpose of stifling competition. The court held that this was true, sustained the demurrer and dismissed the petition, saying it was admitted that the plaintiff controls 75 per cent of the business in the United States, and by stifling competition and buying out manufacturers would soon have a monopoly. The naked contract showed that it had been entered into to restrain competition, and there was no counterbalancing claim. Such a contract for such a scheme was plainly unlawful, the court said. The plaintiff had not given anything or secured anything that should be protected. Judge Thompson said the money paid to the defendants was not paid justly, and the plaintiff had the right to sue and recover it. The defendants, however, could not be molested in their business nor restrained from manufacturing anything they saw fit.

Said the Dollar Mark to King Corn, "You never touched me!"

Meeting of Grain Dealers at Chicago

In response to a call issued by the president and secretary of the Illinois Grain Dealers Association, the following dealers met at the Grand Pacific on the morning of Aug. 21:

Edwin Beggs, Ashland; G. W. Boyden, Sheffield; W. Boulware, Foosland; J. M. Camp, Bement; Thomas Costello, Maroa; George A. DeLong, Foosland; F. J. Delaney, Chicago; J. M. Dunaway, Ottawa; W. N. Eckhardt, Chicago; E. S. Greenleaf, Jacksonville; H. A. Grube, West Brooklyn; L. T. Hutchins, Sheldon; B. D. Jones, Manhattan; C. E. Jurz, Frankfort Station; H. N. Knight, Monticello; W. E. Kreider, Tonica; J. R. Leonard, A. W. Lloyd, Chicago; H. J. McDonald, Frankfort Station; J. M. Maguire, Chicago; B. B. Minor, Indianapolis; G. D. Montelius, Piper City; H. C. Mowry, Forsyth; H. H. Peters, Chicago; F. M. Pratt, Decatur; R. E. Pratt, Capt. I. P. Rumsey, Chicago; H. H. Randolph, Decatur; J. Rapp, San Jose; R. J. Riley, Forest; L. R. Smith, Sullivan; George L. Stebbins and George A. Stibbens, Chicago; E. R. Ulrich, Jr., Springfield; M. Walsh, Campus; B. S. Williams, Sheffield.

The meeting was called to order by President H. N. Knight, who requested Secretary Mowry to read the call for the meeting.

Secretary H. C. Mowry read the following:

GRAIN DEALERS' CONFERENCE.

There will be a meeting of the Directors of the Illinois Grain Dealers' Association at the Grand Pacific Hotel, Chicago, Thursday, August 21st, at 10 a. m., to take into consideration the question as to what course to pursue to prevent the recurrence of such corners on grain as we had during the month of July. All reputable Grain Dealers are invited to meet with us.

H. N. KNIGHT, President.

H. C. MOWRY, Secretary.

Secretary Mowry explained the association is not interested in the gamblers who sold what they did not possess, but is interested in the cash handlers, who find it necessary to hedge. We want to hedge our wheat, our corn and our oats and we want to do it in Chicago.

The average business life of the grain dealer is five years, a few last longer. Many have been hit hard by the July corners, and if we have many more corners we will lose one-half our members. They will be forced to quit the business.

President Knight: You have heard the call. What is your pleasure. The directors are here and wish to learn your views.

A. W. Lloyd read a typewritten resolution. Seconded by F. M. Pratt.

H. H. Peters: Mr. President and Gentlemen: I beg your indulgence a few moments. I had not anticipated speaking here until about two hours ago I read for the first time your official announcement of the call for this gathering, and noted also, and carefully, the object of this meeting and subjects to be considered.

Gentlemen, I have heard read the resolution presented here and which has been seconded, and, Sirs, I am surprised—not only surprised, but ashamed—that any one of such standing in the commercial world as to be eligible to membership in this Association should see fit to cause to have introduced before so reputable a body of men as are here assembled, a set of resolutions so disreputable in tone and anarchistic in character. It appears to me that some two or three people, who, through poor judgment or bad business management, had become so enraged at some happening that they wish to use the influence of this Association to further their individual interests, and it must not be tolerated. What is this grievance? Special stress is laid on the alleged corner in New Style July oats, and commending the

action of those who defaulted on their contracts, and expressing the hope that a certain case now in the courts will be decided so that a recurrence of such a condition will be impossible.

Gentlemen, did you ever hear of any action by sane man more pernicious? To indorse that resolution is to go before the world as a lot of foolish boys, or, still worse, as a set of dishonest men. In addition to attempting to pass judgment in advance of the Court's decision, you would also occupy the rather unique position of struggling to control the elements. The oldest, or the grain merchant who has for the longest period been engaged in the business, cannot recall ever having seen such a condition as we have experienced in the oats business during the past ninety days. It was a natural condition. Oats were unobtainable. They sold during the latter part of July and early part of August as high as 75c in Albany, and at all points east of Buffalo at 70c or higher. Investigate for yourselves, gentlemen, and you will find that Cash White oats in this market for daily consumption and all legitimate necessities, kept at a premium over the July contracts until late in the month, or up to 55c. With more than 25 years' experience, I have never known that in any year one could safely figure on New crop oats to deliver on July contracts.

During my experience in business in this city, I have known my firm to have purchased upward of four millions of bushels of oats for delivery in a single month, and every bushel sold for export to the United Kingdom or Continent, and to provide for the transportation and handling of this large volume of grain, absolute contracts must be made—not only to provide for the movement to the seaboard, and facilities to transfer from canal boats or cars to steamship, but freight contracts with the ocean carriers. Great responsibilities and liability accompanies such transactions. Failure on the part of the seller to deliver within contract time, might, and has compelled us to negotiate for the cancellation or putting forward of thousands of bushels of freight engagements to a later date, and all this is usually accompanied with a heavy penalty. Does the seller realize this? I think not, and neither will he consider it. He thinks he has been poorly treated if because a contract is not filled the market conditions warrant the buyer in charging him the market difference. There are many obstacles in the way of smooth sailing for the dealer who is distributing this vast volume of grain to the whole Eastern world, and there are trials and tribulations that the average layman, or the country shipper in the quiet of his every-day business, has no actual conception.

Consider well your action here to-day, and let us not indicate to the world that we are grossly ignorant or foolish. I ask, then, Mr. President, for the withdrawal of the resolution, and, gentlemen, I thank you for your attention.

Mr. M. Walsh followed.

W. N. Eckhardt: The rules of the Board of Trade simply provide for the fulfillment of contracts that have been made. It is the duty of every man who sells grain to deliver the grain. The rules provide when it shall be delivered and how it shall be delivered. They do not say whether it is legitimate or illegitimate to run a corner. Trades are executed, and must be delivered that month or settled for. I do not think this association is going to go on record and ask the rules committee to change these rules. I do not think it is a fair business proposition to ask them to change the rules made for the fulfillment of a contract. If the association is going to stand on ground like that, it means that they are in favor of non-fulfillment of contracts. If these dealers mean to go on record to ask the Board of Trade not to fulfil contracts you are in favor of non-fulfillment of contracts. In regard to this case in the courts. After the last day of July on the 1st, 2nd and 3rd of August 3 white oats sold as high as 56 cts., per bushel. These people in court claim that the price should have been 35 cts. a bushel. It seems to me that you will not advocate a system that is entirely wrong. I think this association ought to stand by the fulfillment of all contracts made for future delivery. I think the members here know that unusual conditions existed here for July this year. The movement of grain was in an unusual channel. It seems to me that under these conditions the country dealers should have exercised more than ordinary care in executing such contracts.

B. D. Jones: I would like to know how the country dealer is to get a sample of corn and hedge against that corn here in Chicago and then have that corn come in and be turned down as No. 3.

W. N. Eckhardt: I do not think you ought to blame the Board of Trade. I may also state that the Board of Trade has worked for the Illinois Grain Dealers Assn., with the Inspection Department. The various committees of the Board of Trade have worked with the Grain Inspection Department, to have a certain quality established for contract grade. I think that if the country dealers would voice their complaint with reference to the inspection with the State Inspection Department, probably in the end they would come to some legitimate basis of inspecting grain.

Thos. Costello: We know there are rules put out by the Board of Trade and published by the Board of Trade, rules under which grain is made deliverable on contract.

Mr. Eckhardt: I think the Board of Trade published rules promulgated by the State Railroad and Warehouse Commissioners.

Mr. Costello: We found after considerable rumaging around a book of rules of the Railroad and Warehouse Commissioners that differed somewhat from the rules put out by the Board of Trade. Now the question is, When the Board of Trade puts out rules that we can trade under, are we to be protected by these rules or not?

Mr. Eckhardt: At the meeting of the Railroad and Warehouse Commissioners a rule was established providing that the standard oats shall be seven-eighths white, but not sufficiently clean for No. 2 white. The Board of Trade adopted that rule and the Secretary has the original on file to-day I think. When Mr. Bidwill issued his new book of rules he added, "it must be free from other grain."

Mr. Costello: So far as the oats from Illinois are concerned they are not mixed with other grain. The definition given by the Board of Trade for 3 white oats and standard oats is identical with the single exception that standard oats must weigh 28 pounds, 3 white oats might weigh less.

Mr. Eckhardt: The Board of Trade simply copies the rule from those adopted by the commissioners.

Mr. Costello: You ask us to be governed by your rules and to settle our contracts according to your rules.

Mr. Eckhardt: The rules provide that the inspection must be made by the Railroad and Warehouse Commissioners.

Mr. Costello: I did not see anything of that kind in your rules. This book is issued I believe by the Board of Trade governing the inspection of grain at Chicago.

Mr. Eckhardt: I have no knowledge of any book being issued by the Board of Trade governing inspection at Chicago. In fact, there is none.

Mr. Costello: You can read right on the cover of the book, "Rules governing grades and inspection of grain at Chicago."

Mr. Eckhardt: What sort of a book is it?

Mr. Costello: A large book of about 150 pages.

Mr. Eckhardt: That book can be had at any time in the secretary's office. The Board has no rules governing the grades of grain.

Mr. Costello: I am frequently wrong, but I believe that if we get one of these books I will convince you that I am right. It reads "Rules Governing the Inspection of Grain."

Mr. Eckhardt: You are right. It is a little bit of a book showing rules governing inspection of grain at Chicago. It does not say they are Board of Trade rules.

Mr. Costello: I believe it reads "Issued by the Board of Trade, governing rules of inspection."

Mr. Eckhardt: Everybody knows that the Board of Trade has no inspection department.

Mr. Costello: A great many know it, but I do not believe every shipper knows it. Many shippers in Illinois and other states believe the Board of Trade govern the inspection.

Mr. I. P. Rumsey: Every shipper in Illinois must know that the inspection department is governed by the state, and that the Board of Trade has no more jurisdiction over it than any individual in this room or in Illinois. If they inspect No. 1 oats as No. 3 we can't compel any one to take that as No. 2.

Mr. J. M. Camp: When that resolution was read it did not strike me at all favor-

ably. My idea is that what we want to do is to find the best way that will enable us to carry out our contracts. I would like to sell some wheat now, but I dare not do it. I think that the inspection has drifted down to too fine a point for our grain to inspect. I know I have been shipping for a long time and have never had any trouble with July corn grading under contract, but now I am having trouble and something is wrong. It is our place to tell the Board of Trade courteously and kindly what we think is wrong, and if it can regulate the rules so as to favor us, I think it is their place to do it. I think that the inspection has drifted down to so fine a point that the Board of Trade could regulate these things and give more liberal inspection or change the grade. We have all been deceived this year I think by this standard grade. I had the impression that it must weigh 23 pounds. I think there was unfairness in the inspection. I think the Board of Trade ought to have done all in its power to offset that. I think there was an influence there that was an unfair influence. We have not come here to discuss lawsuits. I would not vote for a resolution of that kind. This is the way I feel about it and it seems to me what we are discussing is irrelevant.

Mr. R. E. Pratt: Mr. Eckhardt made the statement that the rules of the Board of Trade provided for the actual delivery of grain, and that they must be carried out. Now, of course, in a legal sense the rules contemplate delivery, but if you will read the rules through you will find that they provide also for settlement in case of default. Now the resolution evidently attacks somewhat the manner of settlement in case of default. I think that the gentlemen will all agree that there are circumstances where the inspection comes in and stops delivery of corn that was intended to be delivered on contract. A large number of people here had oats contracted to deliver in July. Their intention was good. They misunderstood the rules governing oats. Even in the case up before the courts the contention comes up that the weather was so bad that they could not deliver. Now if it is possible to misunderstand rules, and if it is a fact that you can't always deliver in case of settlement. I am against corners because they are illegal for one thing, and because they do much injury to shippers and commission men on the Board of Trade. I do not believe that any good honest member of the Board of Trade is in favor of anything that the laws of the land are so hard on and are so much against. The rules of the Board of Trade are open, anybody can read them, and I do not see that any harm can be done from criticising those rules. The best lawyers have looked them over and stated that the one they rely on when they run a corner is absolutely illegal. I do not know any reason why grain dealers should be criticised for criticising the rules to see whether they are fair or not. I do not think that there should be so much criticism for discussing this question.

Mr. A. W. Lloyd: I did something here to-day I am not often in the habit of doing. I read a paper before perusing it myself. The resolution I offered was given to me to read and I read it without considering it, but while I was reading it I found it was in direct conflict with my own opinion. I am the friend of the grain man whether he is a shipper or receiver, but I am not in sympathy with this resolution. Therefore I am going to withdraw it and ask that may name be not coupled with it at all. But I do believe that something should be done to protect the country shipper when he hedges in this market. He does not want to avoid his contract in any sense, but he does not want to be held up by a fictitious value. If some way can be arranged by which a man whose books show he is actually buying and shipping grain can settle on a prescribed difference between the cash value and the option then I think you will be getting nearer justice. But so far as sympathy with this lawsuit is concerned I must say I am not in sympathy with it. I am in sympathy with the handler of grain. Therefore I withdraw my name from the resolution and also the resolution.

The second consented to the withdrawal of the resolution.

Mr. E. R. Ulrich offered the following resolution:

Whereas, our past experience in Chicago in regard to the inspection of grain

and the cornering of grain of the contract grades by members of the Board of Trade is injurious to the country trade,

Resolved, That we do hereby condemn the rigid inspection of grain during the aforesaid corners and ask the members of the directory of the Chicago Board of Trade to assist us in our cause, by making in some manner a commercial basis of difference in prices, by which grain grading below contract grades may be applied at a uniform commercial difference, on such grain grading below such contract grades.

Mr. Eckhardt: In reference to that resolution would say that as it is a busy time with the members of the Board of Trade it might be advisable to adjourn the meeting and get the sentiment of the people actually interested. I think the sentiment of the Board of Trade is against a change in the rules.

Mr. Costello: There was a resolution offered about a year ago something like this. I don't believe it is any use to offer any such resolution. When we go to the Inspection Department it blames the Board of Trade, and when you make a complaint to the Board of Trade it blames the Inspection Department. We are between the devil and the deep blue sea all the time. The members of the trade want a rule whereby they can sell and deliver. The Board of Trade has power to make these rules. We want a rule that will enable us to deliver grain we have and not grain we haven't got.

Mr. Rumsey: I would like to ask the gentleman what position he would be in if he was a buyer at the seashore or any other place and he should order me to buy 100,000 bushels of No. 2 corn for May and he should order me to ship it. We make a rule here that No. 3 corn was deliverable on contract at a less price. I buy a cargo of No. 3 corn and write him that the rules compel us to take No. 3 corn at a discount of so much. I want to ask if there is a gentleman in this room that would justify me in doing it, and explain how I would get out of that. Somebody has got to buy this grain, not only the gambler who makes these corners, but the actual consumption man. If you will explain that I am with you.

Mr. Costello: I can explain that I think. Don't you think that the grain that comes out of the elevators here as No. 2 for export is a lower grade of grain than we ship in as No. 3 and that can't fill contract?

Mr. Mowry: Mr. Rumsey suppose you sell that 100,000 bushels of corn. You bought of Mr. Costello. Mr. Costello did not send you No. 2, but sent corn that the inspector calls No. 3. You can't get the corn for your eastern trade. What do you have to do?

Mr. Rumsey: There is no time, but what a man can get the actual grain for shipment. If I buy that grain of you and it is to be No. 2 you must furnish me with the grain and I must ship it.

Mr. Mowry: We cannot furnish you with No. 2 because your inspectors would not call anything No. 2. When you sell the corn to New York that, Mr. Costello sold to you, and you can't get the corn, what do you have to do? I am asking you about a contract you are unable to fill. What do you have to do?

Mr. Rumsey: I have to pay the difference.

Mr. Mowry: You have to pay a reasonable damage. That is all these people ask.

Mr. E. S. Greenleaf: It seems to me that the Board of Trade and the grain dealers are abusing each other and letting the other fellow alone. I do not believe that the Board of Trade has anything more to do with inspection of grain than we dealers have. We all know that if there is a corner we do not get a fair deal. The Board of Trade has no more to do with the inspection than we have. It is made by the Railroad and Warehouse Commission. It is made by politics, and if we spend the amount of time at home working with the voters to get the inspection department out of politics, and take it out of the politicians hands and put it into the hands of men who know something about grades of grain, we would get better results. The only qualification a man has to have, is his ability to control votes. He gets enough votes to turn control a convention and he is made inspector. I know some inspectors that hardly know the difference between corn and wheat. The interests of the Board of Trade and the interests of the country dealer are mutual. We are both interested in the same thing and what is good

for one is good for the other. I shipped corn in July that was as good as any No. 2 corn as God ever made. It did not grade No. 2. This is simply a steal. It is a steal because the inspection is a political inspection and not a grain inspection, and we will never have any better inspection until we take it out of politics. We will never get it out of politics until we work on our own constituency and elect men that will inspect grain as it should be inspected. I do not want to see the Board of Trade abused and I do not want them to abuse us. If there is a corner the men in the Railroad and Warehouse Commission can be seen. The Board of Trade has no more to do with the inspection of the grain than we have. The Railroad and Warehouse Commissioners establish rules and the Board of Trade has to promulgate these rules or we would not get the information. What is that inspection? It is an inspection made by the Railroad and Warehouse Commissioners.

Mr. Costello: As I understand it we have an appeals committee, but that appeals committee is under the control of the Railroad and Warehouse Commissioners and as Mr. Greenleaf says during a corner it is utterly impossible for us to get grain to inspect. Of course we get a small per cent. While we need the Board of Trade, the Board of Trade needs us, and we should work together. The Board of Trade should make some rules that would be fair to the shipper. The Board stands by and upholds this inspection department by making rules that will make it impossible for grain to go through the inspection department and to be applied on sales. This is what I blame the Board of Trade for. They are just as much to blame as the inspection department and they are both to blame. The Board of Trade puts it on the Inspection Department and the Inspection Department puts it on the Board of Trade.

Mr. Mowry: It is hard work to get the members of the Board of Trade, who really are our friends, to do what they would like to do. I was up here during the corn squeeze and I saw your inspection. I have seen thousands of cars of corn inspect No. 2 that was turned down for No. 3. We took about a dozen to the Appeal Board and although we paid them \$5 for each case we did not get anything out of them. I do not think that they took a look at them scarcely until they turned them down. We undertook to take it to the Governor. We asked the Governor to give us one member of the Illinois Grain Dealers Association on this board, but we were turned down. Another fellow was put on, and were told that when we came to Chicago we should find him and he would help us to get justice. He went out as I went into the office. Now we do not look for any help from that source. If we did we should be terribly mistaken. What we get, gentlemen of the Board of Trade, we shall have to get from you. Can you do anything for us?

George A. DeLong: I have had twenty years' experience in the grain business. I am going to make a statement that, there have been nine country grain dealers injured by short selling, where there has been one injured by a corner. I will leave that to any grain man in the house. There are two kinds of men that cause friction. One man that sells stuff he hasn't got, and the other who buys stuff and doesn't sell it. There are men on the Board of Trade that have made independent fortunes by selling stuff they never expected to get, and never did get. I think that any resolution we offer here should change that word to manipulation. I consider the manipulation that depresses the market 10 to 15 cents a bushel when all influences are in another direction, is just as much injurious to the country as manipulation that puts it up 10 or 15 cents. I have heard an expression on the Board of Trade that corn and oats were made to sell, and there is a class of men on the Board of Trade that means to sell it. To my certain knowledge they have got more of their money from the country grain dealers than from any other class of men on the face of the earth.

Mr. Walsh: The only way to restrict the Board of Trade is to bring it down to sell what there is, not what we have not. They ship No. 3 stuff and tell us we have to sell No. 2 stuff.

Mr. DeLong: I want to say there is not a house in Chicago, Peoria, Decatur or Detroit, but what bids us every day on No. 3 stuff.

Mr. Costello: No. 3 corn is what everybody trades in, what exporters in New Orleans trade in. What is the use of

having a grade of corn held up so high that we can't fill it, and can't get corn good enough to fill it.

Mr. Lloyd: All sales of cash corn are made for No. 3 corn or better. If the receiver buys from the shipper a car of 3 corn that grades 2 the receiver gets the benefit. The shipper does not get any benefit at all. If 3 corn is the commercial grade, and is so recognized, some way should be arranged by which the country shipper could sell No. 3 corn instead of No. 2 corn, or else have a stated difference of how much he is going to be the loser—a commercial difference. It seems that the country shipper is handicapped all the time for the reason that if it did grade No. 2 he does not get any benefit. There should be some arrangement made by which he could hedge his corn on the basis of No. 3. If No. 3 corn is the commercial grade of corn I think the shipper ought to be able to hedge on the basis of commercial corn.

Mr. Greenleaf: The corn that you gentlemen sell for export No. 3 is good enough. Is it not true that the corn that grades No. 3 in Chicago is good enough for all commercial purposes and does it not fill all commercial purposes save the one of the gamblers in Chicago? Then what is the reason the Board can't establish a gambling option for May and June and every other month for No. 3 corn? If you gentlemen will give us a contract grade of No. 3 corn the chances are that the inspectors during a corner would grade it No. 4, but we would have to stand that.

Mr. F. M. Pratt: In regard to changing the rules on No. 3 corn. I understood that standard oats were 3 white oats that would weigh 28 pounds, but Mr. Bidwill says it is necessary that in order to grade contract they must be dry. If you are going to establish this grade you must see Mr. Bidwill.

Mr. L. T. Hutchins: I think that unless we take this inspection out of politics, if we change these rules to No. 3, they will make it grade No. 4.

Mr. Knight: We are getting off the subject. I have been enjoying this talk, but there is a resolution before the house.

Mr. Jones: I have nothing very favorable to say in regard to the inspection department, but there are some very strong financial interests back of it. Here in Chicago are men who advance money on grain either in store or on consignment. Now it seems to me that it is no more than fair that the inspection should be rigid, under these circumstances. If grain should not prove contract and financial institutions here should advance money on it, it would come back on them and it seems to me that the inspection ought to be rather rigid. I am sure if I were a banker I would not want to loan money on grain and have it spoil in transit and come back on me.

Mr. Knight: I would like to ask why the inspection department is so much more rigid at times than at others. I have had corn come in here that we thought was No. 3 and it graded No. 2. At other times we have had No. 2 grade No. 3.

Mr. Jones: The only reason I can see is that the influences back of the inspector require him to be more rigid for the reason that prices are higher and the financial responsibilities are greater and you may expect the inspection to be more rigid.

Mr. Knight: You speak of the inspection being more rigid during high prices that the banker's interests must be protected. You must remember that the high price is just as vital to the shipper.

Mr. Ulrich re-read his resolution.

Mr. Rumsey: How would it strike you to make a proposition to the Board to trade in No. 3 corn. It would come in a business like manner and nobody could criticize it, and I think it would have considerable weight. The way that could be done would be to get up a petition that No. 3 corn for future delivery shall be cleared through the clearing house.

Mr. Mowry: Mr. Wells of the Iowa Association and myself and some others were intending to hold a meeting in September. He is now getting the sense of the dealers in the state of Iowa in regard to making contract grade No. 3. We would have been better prepared next month, and would have known how they stand. There is no question as to how Illinois stands. There may be a meeting of secretaries later. We do not want to do anything hasty. If Iowa comes in with a resolution to that effect, what Mr. Rumsey says will be done. We do not want to do anything that will put us in opposition to them.

Mr. Camp: If you make a rule that 3 corn shall be contract grade, you will get

it down to where it is now. It won't grade No. 3.

Mr. Knight: I don't believe that we should lower our grades in this market. We are trying to get the farmers to build better cribs and plant better corn, and give us better corn. On the other hand we know that the inspection in Chicago is not what it should be. When we took up the matter of weights in Chicago, if I remember rightly, the Board of Trade members fought us just as hard as they are doing now in the matter of grades, but after we made some progress they got into the band wagon and thought it was a good thing. This matter is likely to make you think that it will divert business from Chicago, but before we get through with the inspection department the Chicago Board of Trade will be with us. If you will help us get this inspection department out of politics you will accomplish what we are up here to-day to do. I think instead of lowering the commercial grade we should remedy the inspection department.

Mr. Camp: We should not lower the grade, we should make No. 3 an option grade.

Mr. Knight: If you make No. 3 deliverable on contract you will have nothing but No. 4 corn. In fact we had 4 cars of yellow corn come in and 2 cars graded No. 4 and 2 cars No. 3, and we got it changed afterwards.

Mr. Knight: The question before the house is on the resolution. It has been moved that the resolution be laid on the table.

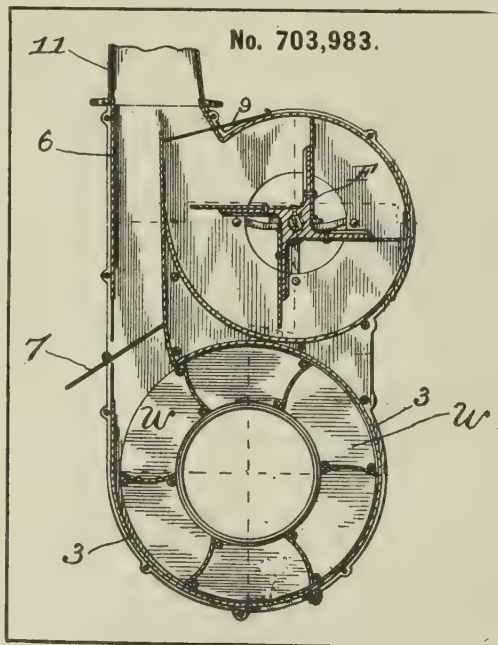
The motion was carried.

Mr. Mowry: I move that we adopt Mr. Rumsey's suggestion and ask members of the Chicago Board of Trade to establish a commercial grade of 3 corn for future delivery. The motion was carried, and the meeting adjourned.

Boot for Pneumatic Elevator.

Chester Bradford, of Indianapolis, Ind., has been granted letters patent, No. 703,983, on the boot for pneumatic elevators shown in the engraving herewith.

The lower wheel, W, is the throwing wheel which projects the grain thru the



Boot for Pneumatic Elevator.

neck, 11, to be carried on thru the piping on the blast from the fan, F. A pivoted door, 7, closes the vent at one side; and the slide, 9, shuts off more or less of the blast, according to the work being done. The two sides of the boot are cast with grooves, into which fit the rims and division pieces, separately inclosing the fan and throwing wheel, the whole clamped together by bolts.

THE SUPPLY TRADE

Business is like raising wheat; something has to be doing before the reapers happen along.—White's Sayings.

Never try to make advertising of a general character do the work of the traveling salesman—it requires a special kind of advertising to do that.—The Advisor.

The S. Howes Co., Silver Creek, N. Y., reports it is very busy, and that it has more orders on the books than at any time since it commenced manufacturing grain cleaning machinery.

The Illinois Automatic Scale Co. has been incorporated at Chicago, with a capital stock of \$25,000. The incorporators are James M. Kuh, Otto J. Schultz and Rudolph William Lotz.

The dealer who never reads the ads. in the trade papers, but waits for traveling men to introduce new things to him, as a rule makes very slow progress toward getting rich.—Implement Trade Journal.

Honstain, Bird & Co., Minneapolis, Minn., report an exceedingly busy season, with prospect for many new elevators to be built in the future, which will keep a full force of men at work until early winter.

The Midland Machinery Co., Minneapolis, Minn., has moved its offices from 324 Fourth avenue South to 309 Third street South. This will enable it better to take care of its large and growing business.

Special Price List No. 62A, which is being sent out by the Jeffrey Mfg. Co., Columbus, O., describes and illustrates various styles of water elevators made by this company. Those interested should send for it.

The Borden & Selleck Co., Chicago, is moving its Minneapolis office from Hennepin avenue to 321 Third street South. The removal will place the company in closer touch with its large trade among the grain men.

The Monier Mfg. Co., Chicago, has been incorporated with a capital stock of \$100,000, to do a general manufacturing and contracting business. The incorpora-

tors are Henry S. Hawley, H. C. Ponillon and E. Lee Heidenreich.

Lockwood & Morgan, successors to Wm. W. Lockwood, Winfield, Kan., is the name of the new firm of elevator builders, who are old and experienced in the business. The firm is composed of William W. Lockwood and J. M. Morgan.

The Tromanhauser Co., of Minneapolis, Minn., has filed articles of incorporation with a \$100,000 capital stock. The incorporators are Seneca H., Jesse H. and Edwin H. Tromanhauser. This company is formed to do a general business of building grain elevators of fireproof brick construction.

The Younglove & Boggess Co., of Mason City, Ia., writes: We are simply snowed under with business. We cannot possibly take care of what we have and take in any more. The reasons for this are various. The rain, for one thing, has delayed us three weeks; and there are no laborers or mechanics in the country. They have all vanished, faded away or gone to Klondyke.

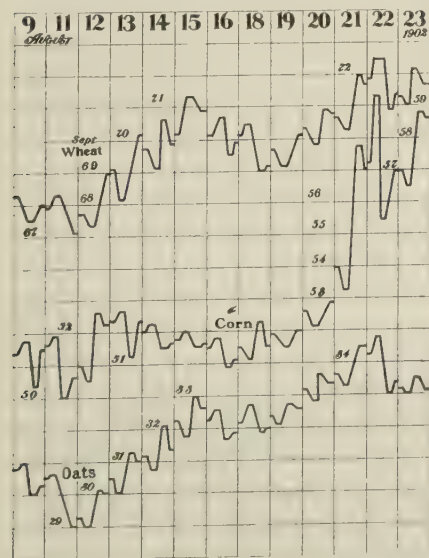
The C. O. Bartlett & Snow Co., which was incorporated July 1, to succeed the old firm of C. O. Bartlett & Co., at Cleveland, O., has issued a handsomely printed folder with three views of its premises occupied in 1885, 1894 and the large square occupied by its present plant. A good map of the factory district shows the stranger in Cleveland where to find the new plant.

Farmers who have been humbugged by the American Farm Co. are preparing to bring suit to oust the company from Ohio and to arrest its charter.

L. H. Manson & Co. write: The July report of wheat crop conditions by the government indicated larger crops than last year only in Missouri, Nebraska, Michigan and South Dakota. The total crop indicated was 620,000,000 bushels. A local authority says the crop will be 750,000,000 bushels. Both authorities in the past have made mistakes. At this time one seems to be seeking the truth; the other notoriety.

Prices at Chicago.

The opening, high, low and closing quotations on wheat, corn and oats for the September delivery at Chicago for the two weeks prior to Aug. 25 are shown on the chart herewith.

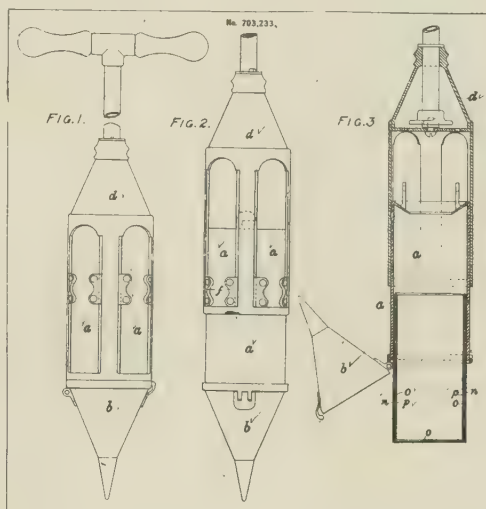


Grain Sampling Instrument.

The grain sampling device, three views of which are shown in the engraving given herewith, is the invention of James J. Brown, of London, Eng., who has been granted letters patent No. 703,233.

This device enables the user to push a bag deep down into the bulk of the grain and to withdraw it ready for sealing and labeling. The bag is placed over the cylindrical stretcher, p, covering the bottom as shown at, o, in Fig. 3. The receptacle, n, is pressed up into the case, and the conical tip, b, locked in place, completely closing the apparatus, which then is pushed down into the grain to the desired depth. A turn of the handle unlocks the top, d, allowing the case to fill, after which it is again locked and withdrawn. When the conical bottom is unfastened the receptacle, n, is free to slide out with the stretcher and bag, the latter being removed and labeled.

Time is saved by this device and the sampling is always uniform. Fig. 1



Grain Sampling Instrument.

shows the tool closed ready to insert into the grain; and Fig. 2 as it appears when submerged and extended for filling.

DON'T FOR OATS SHIPPERS.

Secretary Wm. F. Wheatley of the Baltimore Chamber of Commerce has issued a few seasonable suggestions for oat shippers which can be read every morning and heeded with profit. They follow:

DON'T load damp oats. If they are shipped in a damp condition, they will invariably be hot or musty upon arrival here.

DON'T ship unmerchantable stock; there is always a free supply of common oats on the market at the beginning of each new crop.

DON'T entirely close the car doors; an opening of about 3 inches on each side, with the door securely nailed, will afford ventilation and aid in keeping the oats in a good, sweet condition.

DON'T ship your oats in dilapidated cars; see that the roof is in good order and that the car is otherwise free from leaks.

DON'T overload your cars. The greater the bulk, the more liable are the oats to get out of order.

John O. Foering of Philadelphia will address the annual meeting of the Grain Dealers National Association on Uniform Inspection of Grain.

Screenings.

G. J. Gibbs, the Chauncey De Pew of the Texas Grain Dealers Association, has accepted an invitation to respond for the Southwest at the annual meeting of the Grain Dealers National Association.

Commence now to make your preparations to attend the annual meeting of the Grain Dealers National Association October 1, 2 and 3. It promises to be the largest meeting the trade has ever held.

H. S. Grimes, vice-president of the Grain Dealers National Association, and president of the Ohio Grain Dealers Association, passed through Chicago to-day on his way home from New Mexico. Mr. Grimes was accompanied by Mrs. Grimes. Both report a pleasant trip and Mr. Grimes is greatly improved in health.

In publishing the valuable paper on "Advantages of Being Affiliated with the National Association" in the Grain Dealers Journal for July 10, page 30, inadvertently we omitted to state that it was read at the Illinois State Grain Dealers

Association meeting at Decatur, Ill., by S. B. Sampson, the able secretary of the Indiana Grain Dealers Association.

We believe in protecting regular shippers. One Indiana "scooper" got us to pay draft on a car before we knew he was not a regular shipper. Hereafter if we receive bills of lading or have drafts presented from farmer or "scooper" we shall refuse to accept them; will send 'em back, and also refuse to handle the grain.—J. F. Zahm & Co.

Cuban imports of breadstuffs during the nine months ending Apr. 1, 1902, included 270 bushels of wheat, 872,365 bushels of corn, 354,245 bushels of oats, 23 bushels of rye and 17,753 bushels of barley; compared with 405 bushels of wheat, 985,359 bushels of corn, 247,989 bushels of oats, 430 bushels of rye and 21,805 bushels of barley imported during the corresponding months ending Apr. 1, 1901.

Our exports of breadstuffs during the year ending July 1, 1902, included 153,892,723 bushels of wheat, 26,324,268 bushels of corn, 9,801,948 bushels of oats, 2,697,832 bushels of rye and 8,500,939 bushels of barley; compared with 131,497,890 bushels of wheat, 176,588,352 bushels of corn, 37,054,569 bushels of oats, 2,307,415 bushels of rye and 6,133,942 bushels of barley exported during the preceding year. Total export of breadstuffs was valued at \$205,022,669, compared with \$267,487,239, the value the year ending July 1, 1901.

GRAIN CARRIERS.

A 10 per cent reduction has been made in grain rates from the interior Columbia Valley to the Pacific coast.

The Missouri, Kansas and Oklahoma Ry. has commenced building a branch line from Stevens, I. T., to Guthrie, Okla.

The O. R. & N. Co. has let the contract for building an extension to its line from Riparia, Wash., to Lewiston, Idaho.

The Joliet & Western Ry. will extend

it took just three hours and ten minutes to load 107,000 bushels of corn into the hold of the steamer Vanderbilt.

After a month's trial it has been shown that the per diem car rule is going to work advantageously in Michigan. The cars are sent to home roads with greater promptness, which will give the roads a chance to take care of the increased business when grain commences to move.

Twenty live stock shippers in Missouri made complaint to the Missouri railroad commissioners that they had been denied free transportation to their homes after

on corn, rye and barley and 3 cents on oats. By these rates Baltimore is given a differential of 1 cent over New York. The B. & O. Ry. Co. has given a similar differential in favor of Baltimore on grain for export from Fairport, Ohio

Morris Grain Co.'s Transfer Elevator.

In many sections of the country better and larger elevators are being erected than ever before, and Illinois is no exception. No better evidence of the provision of superior facilities can be cited than the new elevator illustrated herewith:

One of the successful grain firms of Illinois is the Morris Grain Co., of Morris, which was organized in the fall of 1895, and incorporated in 1896. The first elevator operated by this firm was one which it leased. In a short time, the firm finding its business increasing rapidly, built an elevator which was also located on the I. & M. canal. This house was 40x60 feet and 50 feet to the eaves. However, it did not give sufficient storage room for the business, so an addition of 40x40 by 50 feet was built, which made the capacity of the house 180,000 bushels. All bins are flat bottom, except four shipping bins, which are hoppers. The three wagon dumps, with receiving sinks, hold 400 bushels. The cribs for ear corn have a capacity of 30,000 bushels. Power is furnished by a 20-h.p. New Era Gasoline Engine.

Desirous of increasing its business a second elevator was built last summer on the C., R. I. & P. Ry. tracks, and it is known as the Morris Grain Co.'s Transfer Elevator.

In the accompanying cuts is shown an outside view of the new house, together with outlines of the side and end elevations, first floor plans and ground plan of the boiler and engine house. This gives one a very clear idea of the appearance of the house, together with its arrangement. It is of cribbed construction, 40x60 feet, and 55 feet to the square. The elevator is covered with clap-board galvanized iron siding and the roof with double V crimped roofing iron. The house is supported by concrete piers 12 feet in height, which rest on a rock foundation. It is arranged for a wagon trade as well as a transfer business. On the wagon side are three wagon dumps, which feed three stands of elevators, each equipped with 7x14-inch buckets. On the track side is a large receiving sink, from which grain is taken by a stand of elevators equipped with 7x18-inch buckets. The four elevators discharge either to the storage bins, the loading spout or scale hopper, as desired.

The equipment consists of one Eureka Oat Clipper of 1,000 bushels per hour capacity, one Eureka Cleaner, a New Process Corn Cleaner, a Monarch Hopper Scale, having a capacity of 18 tons, a Sandmeyer Bifurcated Loading Spout, and Clark shovels for unloading cars, and a Weller No. 2 Car Puller. The supplies and machinery were furnished by the Weller Mfg. Co., Chicago.

Power is furnished by a 100-h.p. Sioux Corliss Engine, which is located in a separate brick building on east side of elevator. The power is transmitted from engine to a 4-inch shaft by a rope drive, also to the various machines and the elevator heads by rope drives. Over the boiler room are two dust collectors, which



The Morris Grain Co.'s Transfer Elevator at Morris, Ill.

its line east from Joliet to Blue Island, Ill., to form a connection with the Illinois Central.

The steamer Simon J. Murphy was loaded recently at South Chicago for Buffalo with 269,000 bushels of corn, equal to 7,532 net tons.

The C., R. I. & P. Ry. Co. will build an air line extension to its line from Morris, Ill., through Bloomington and Springfield to St. Louis.

On August 15 the rate on wheat was increased 1 cent on the hundredweight on shipments between Omaha and Chicago and Mississippi River points.

For the week ending Aug. 16 grain shipments from Chicago by lake aggregated 2,502,000 bushels, against 2,196,000 bushels the week previous, and 1,604,000 bushels for the corresponding week last year.

On Aug. 28 a general reduction in grain rates from Minnesota, North Dakota and South Dakota to Minneapolis, St. Paul and Duluth, Milwaukee and Chicago will go into effect. The reductions average from eight to twelve cents per hundred pounds.

The presidents of the various western railways which traverse the corn belt estimate that as the result of the large corn crop this year their earnings will be 100 per cent larger than the returns from this source last year.

A new record was made Aug. 18 at Bartlett, Frazier & Co.'s elevator at South Chicago for quick time in loading grain.

accompanying consignments of stock. The commissioners have fined the railroads \$1,000 each for refusing, this being the minimum allowed by law. Grain dealers continue to pay full fare.

The Kansas City Millers Club is endeavoring to have some action taken by the Missouri Railroad and Warehouse Commission that will compel payment by railways of penalties for failure to furnish cars within a fixed time after they are ordered, equal to demurrage charged shippers for the holding of cars overtime.

The Illinois Central Ry. has been making experiments with a box car, the trucks of which are fitted with ball bearings. If these cars prove a success it will solve the problem with the country shippers for the handling of empties which have been left in an inconvenient place, as it is stated that one person can move a car with ease.

The Santa Fe Ry. notified the interstate commerce commission and traffic officials of other roads, Aug. 20, that it would continue the rates on grain in effect prior to Aug. 15 from Missouri river points and Trans-Mississippi points. This decision will put an end for the time being to the talk of restoring the grain rates from that territory to Chicago to the level at which they were held a few months ago.

The Pennsylvania Ry. Co. has extended the ex-lake grain rates heretofore prevailing from Erie, Pa., to Baltimore on export grains to Aug. 31. The rates are 3½ cents per bushel on wheat, 3¼ cents

are connected with the various cleaning machinery by wind trunking.

Incandescent electric lights are placed throughout the elevator, an excellent pumping plant is provided to be used in case of fire.

A passenger elevator is provided and found very convenient.

The office and wagon scale is located in a frame building about 50 feet from elevator. The roof of office extends over scale platform. The clipping, cleaning and transferring of oats is the main fea-

entered the grain business. He is also a member of the Chicago Board of Trade.

Mr. L. W. Pierce, who is the foreman and manager of the transfer house, has had a wide experience in the grain business.

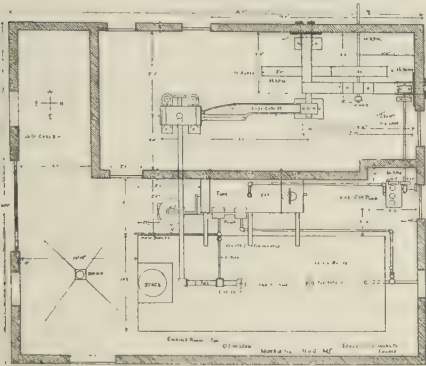
Books Received.

BARLEY: OUR VIEW OF IT, is the title of an interesting and valuable

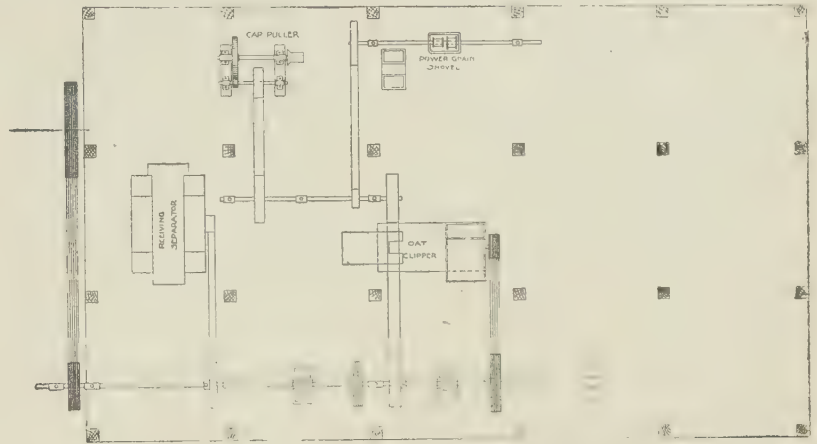
Cobs.

A good roads train will be run thru the Northwest from Minneapolis to the Pacific coast to build short lengths of improved road in different localities to educate farmers in the approved methods of road construction.

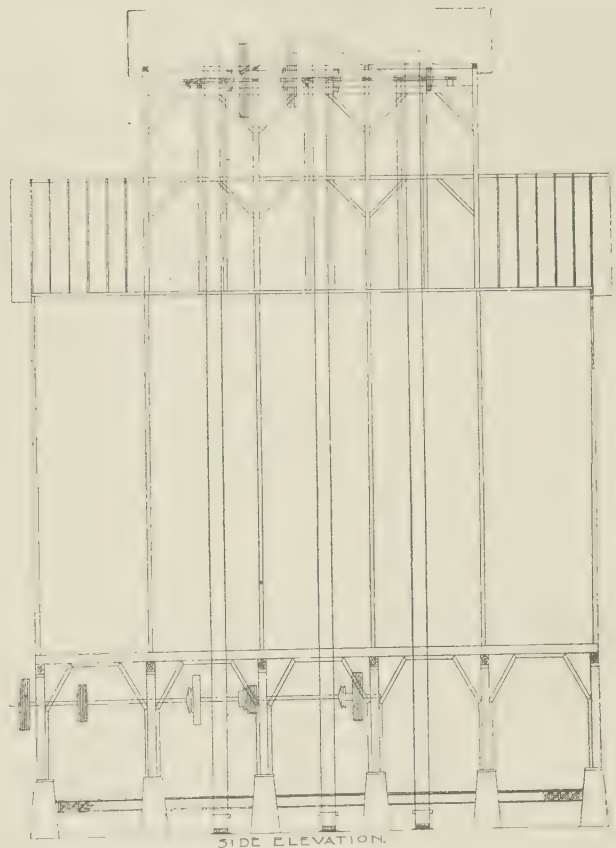
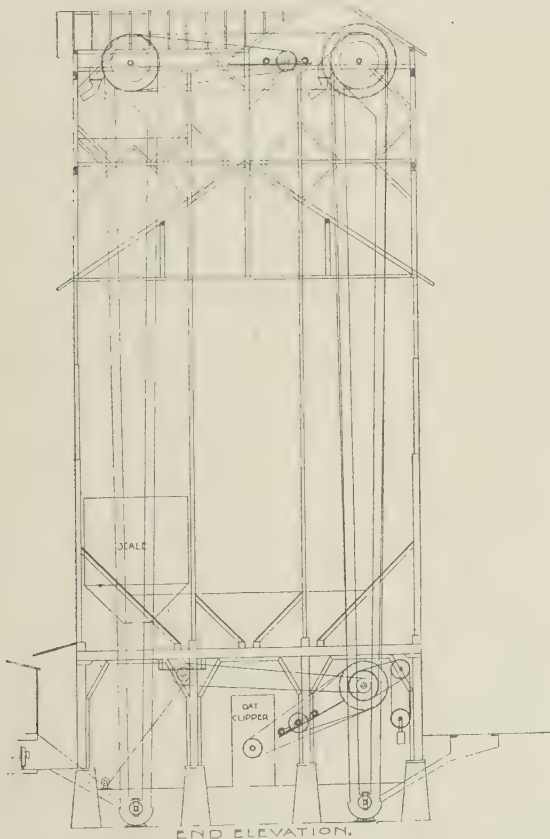
While wheat is accumulating in America, the movement outward is very small, over 50 per cent less than last year, and



Ground Plan—Engine and Boiler Room.
Morris Grain Co.'s Transfer Elevator.



Floor Plan—Morris Grain Co.'s Transfer Elevator.



Elevations of Morris Grain Co.'s Transfer Elevator at Morris, Ill.

ture of the business, the elevator having a capacity of 10 cars a day.

The Morris Grain Co. is incorporated under the laws of Illinois, the officers being as follows: S. H. Matteson, president; J. A. Wilson, treasurer; O. T. Wilson, secretary and manager.

Mr. Wilson, the manager, is a native of Grundy Co., Ill., having lived on a farm until 1894, when he moved to Morris, where he entered the lumber business, in which he remained until 1897, when he

booklet which is being sent out by Rosenbaum Brothers, Chicago. It contains a statement of the condition and probable quantity and quality of the new crop of barley about to be marketed from Iowa, Minnesota and Wisconsin, together with a short review of the crop conditions in California, Washington, Kansas, Nebraska, Ohio and New York. The views are based upon observation in the fields, from threshed samples and personal interviews with the growers.

as time progresses Europe approaches nearer and nearer the home deliveries by farmers of their abundant and excellent new crop wheat. This dictates a steady reduction in our exports. Before the new crop of corn begins to move America must relieve herself of a goodly portion of these wheat accumulations at such prices as Europe is willing to pay. We see nothing before us to indicate better prices in the near future.—F. J. Oden-dahl Commission Co.

GRAIN TRADE NEWS.

CANADA.

Cutting of wheat in Manitoba became general last week.

McBride & Schoenleben will build an elevator at Weyburn, Can.

The Chater Elevator Co.'s plant at Chater, Man., is to be sold.

Rumor has it that the Canadian Pacific will erect an elevator at Windsor, Ont.

The Northwest Elevator Co. is improving its elevator at Cypress River, Man.

The Dowd Milling Co., Almonte, Ont., has begun work on the new grain elevator.

A 35,000-bushel elevator is being erected at Swan Lake, Man., by John Woods & Son.

The Canadian Northern Railway has increased its equipment by 25 locomotives and 800 cars.

The Dominion government will appoint an official to regulate transportation on the Great Lakes.

A temporary machinery plant will be installed in Canadian Pacific Elevator D at Fort William, Ont.

J. A. Scott, grain dealer at Hartney, Man., has bot the elevator at that place of Baker & Reid, Winnipeg.

Fowld's grain elevator at Campbellford, Ont., was burned on the morning of Aug. 18 with 2,000 bushels of grain.

D. D. Campbell, Manitou, Man., Aug. 11: Crops are looking well and promise a good yield if weather continues favorable.

Jas. Innes, Hartney, Man., Aug. 12: Weather highly propitious; crop prospects brilliant; wheat cutting general about Aug. 20.

The Canadian Northern Elevator Co., the incorporation of which was reported in the Journal of Aug. 10, will build a number of interior elevators.

At Manitou, Man., the Ogilvie Milling Co. is putting in a wagon dump. The Ironside Elevator is being repaired and equipped with a wagon dump.

Baker & Reid of Winnipeg, Man., have bot the elevator at Minto, Man., owned by Jas. Johnson, general merchant, who has retired from the grain trade.

F. Bolton, Darlingford, Man., reports crops good and that the Darlingford Elevator Co. has put in new dump hopper and made other improvements.

W. G. Parmelee, Ottawa, Ont., deputy minister of trade and commerce, is taking a trip to the Pacific coast to make investigations regarding grain inspection.

An American firm, which planned to build fifty elevators, finds that owing to scarcity of lumber, it cannot complete more than five. Telegram, Winnipeg, Man.

The Ogilvie Flour Mills Co., of Winnipeg, Man., will build three elevators in addition to the 21 previously decided upon. The company will enlarge its Winnipeg offices.

Chas. E. Lewis, broker of Minneapolis, Minn., has been unable to secure offices in the grain exchange building at Win-

nipeg, Man., on account of a rule of the exchange against private wires.

Darlingford, Man., is to have two new elevators, one built by the Winnipeg Elevator Co. of 27,000 bushels capacity, and the other erected by the Farmers Elevator Co. of 30,000 bushels capacity.

Frank Hill, farmer and cattle rancher, has acquired an interest with Jas. Innes of the flour mills at Hartney, Man., and will combine milling and live stock trade under the firm name of Innes & Hill.

March Bros. & Wells, of Minneapolis, Minn., are said to have bot all the rights of the Canadian Northern Elevator Co. and will build a complete system of elevators along the Canadian Northern Railroad.

The piles have been driven for the foundation of the Canadian Northern tile elevator at Port Arthur, Ont., and work will begin in a few weeks on the tanks. Foreman Wm. F. Hill is pushing the work for the Barnett & Record Co.

Frank O. Fowler, secretary of the Northwestern Grain Dealers association, will attend the annual meeting of the Grain Dealers National association Oct. 1-3 and address the convention on the Future Grain Trade of the Canadian Northwest.

S. H. Tromanhauser, elevator builder of Minneapolis, Minn., has been awarded the contract for 20 modern grain elevators to be built for the Canadian Elevator Co. of Winnipeg, Man. These houses will be equipped with forty 8-in. No. 2 Gerber Distributing Spouts.

The estimated wheat crop of the Canadian Northwest, as given by the Winnipeg Free Press in its annual crop edition, is 65,616,000 bushels, assuming the average yield to be as good as last year. This estimate was compiled by a staff of special correspondents who visited all the principal grain growing districts.

Frank O. Fowler, secretary and treasurer of the Northwest Grain Dealers association, in circular No. 7, issued Aug. 6, estimates the crops of Manitoba and the territories at 61,524,000 bushels of wheat, 37,946,000 bushels of oats, 10,786,000 bushels of barley, and 752,400 bushels of flaxseed. The area devoted to crops is 2,624,000 acres of wheat, 1,001,000 acres of oats, 359,000 acres of barley and 46,550 acres of flaxseed.

T. B. Hord of the Wells Hord Grain Co. and the T. B. Hord Cattle Co. of Central City, Nebraska, is reported as one of a syndicate of Americans intending to establish a bonanza wheat field in Canada, between Craik and Davidson, on the Prince Albert branch of the Canadian Pacific. Forty thousand acres of land has been purchased for this purpose, at an outlay of \$200,000; another \$100,000 will be put into improvements. To grasp an idea of the magnitude of this movement, it is only sufficient to know that one whole township and part of another one, will be converted into one monster wheat field. In addition to this the syndicate intends to own and operate its own elevators in that section.

CHICAGO.

"New" has been dropped in the grading of oats at Chicago since Aug. 16.

Memberships in the Board of Trade are selling at \$3,250, the lowest since the rise to \$4,350.

A grain elevator costing \$100,000 will be erected for the Northwestern Yeast Co. by the Barnett & Record Co.

Hay receivers at Chicago are debating an increase in the commission rates on sales from 50 cents to \$1 per ton.

The directors of the Board of Trade have rejected the petition to make No. 2 hard winter wheat a good delivery on contract.

The Atlantic Elevator Co. has given a mortgage upon the elevator building in Weed street to secure a loan of \$30,000 at 6 per cent.

Archie R. Dennis, Chicago representative of Louis Muller & Co., was called to Baltimore last week by the serious illness of his father.

Chas. E. Gifford recently had his right eye severely injured by a twig flying up while chopping firewood for a picnic lunch in the north woods.

A large elevator for the storage of raw material will be erected at Chicago Heights, Ill., for the Victor Chemical Works. G. H. Fuller has the general contract.

S. J. McTiernan, traveling representative of the Huntley Manufacturing Co., has returned to Chicago from a four weeks' siege of malaria and mosquitoes at Dallas, Tex.

New wheat is inspecting poorly at Chicago. In one week the number of contract cars out of 2,080 inspected was only 30. Out of 25 cars of spring wheat not a single one was contract.

On July 1 the secretary of state cancelled the charters of 35,000 Illinois corporations because they neglected to favor him with a fee of \$1. How greedy are these politicians. Who gets the fee?

Geo. M. Charles, of the Peavey Grain Co., will remove from Chicago to handle the barley trade in the northwest, and has transferred his membership in the Board of Trade to Geo. B. Quinn, with the same company.

Managers of the branch offices of the Nye, Schneider and Jenks companies held a meeting at Chicago recently, combining business with pleasure. The managers were entertained at dinner at the Union League club. A visit was made to the new elevator of the Nye & Jenks Co. at South Chicago.

The J. Rosenbaum Grain Co. of Chicago has leased the new elevator of the Southern Pacific Railroad at Galveston, Tex., and will use the ample facilities of this house to develop the firm's growing export trade. This 1,000,000-bushel elevator will not be completed until the latter part of September.

Argument in the oats injunction suits before Judge Chytraus proved longer than anticipated, and after hearing the attorneys for five days the court announced that it would take a vacation, postponing the case until Sept. 3. Attorney Robbins, for the Board of Trade, has found a decision of the Supreme Court in a case almost similar, that was decided in favor of the Board, in requiring members to obey the rules in settling defaulted contracts. This was the outcome of the corner in wheat run by P. D. Armour and C. J. Kershaw in May, 1882, when John T. Lester and A. M. Wright were the shorts who failed to deliver the grain.

The directors of the Board of Trade have gone deeply into the business re-

lations between the Weare Commission Co. and C. G. McNeil, its representative at Sioux City, Ia. P. B. Weare and Mr. McNeil are each seeking to have the other expelled. The latter claims the company is withholding \$32,000 of his money; but Weare claims this is a part of the \$20,000 of which the company was defrauded thru the machinations of B. C. Jolley, a clerk. Both sides to the controversy are ably represented by Mr. Milne and John Hill as attorneys, and a mass of evidence has been presented. After answering a steady fire of questions for two days Mr. McNeil lost his voice, and was placed in care of a physician. On account of the illness of a director the case has been postponed to Aug. 26.

ILLINOIS.

An elevator is to be built at Tremont, Ill.

C. W. Savage is building an elevator at Gurney, Ill.

D. I. Kelly is not a recognized dealer at Warren, Ill.

John A. Fruit is the only dealer in grain at Fruit, Ill.

T. S. Paugh is not in the grain business at Galesville, Ill.

J. L. Murphy has bot E. Schumacher's elevator at Esmond, Ill.

C. S. Hill & Co. are not known as dealers at Steward, Ill.

The mill of Horace Clarke's Sons at Peoria, Ill., was burned recently.

D. Patterson soon will have his new elevator completed at Rodney, Ill.

James Hollister & Co. are no longer in the grain business at Olney, Ill.

Spang & Austin have nearly completed their large elevator at Danville, Ill.

Coon Bros. are no longer engaged in the grain business at Rankin, Ill.

A farmer has purchased the elevator of Geo. Heidenreich at Woodbine, Ill.

C. L. Dungan has remodeled the old Armstrong Elevator at Brimfield, Ill.

C. A. Havey & Co. are not among the regular list of dealers at Gardner, Ill.

Titus Bros. have sold their elevator at Stewart, Ill., to the Neola Elevator Co.

Mallett & Code are putting machinery in their new elevator at Gravel Hill, Ill.

A brick engine house is being erected by A. Drohan, grain dealer at Danvers, Ill.

Marshall Bros. have bot the elevator at Byron, Ill., of Long Bros. of Sycamore.

B. S. Williams of Sheffield, has bot the elevator of Mussey Bros., at Atkinson, Ill.

A. Aberle of Nokomis, Ill., has bot the elevator at that place of Bentz & Bender.

A gasoline engine of 10 h. p. has been installed in the grain elevator at Tablegrove, Ill.

B. Culp, banker of Raymond, Ill., has bot the elevator of F. J. Zimmerman at Harvel, Ill.

Geo. Peters has sold his interest in the elevator at Mt. Carroll, Ill., and will locate elsewhere.

Bartlett, Kuhn & Co. have paid \$2,000 for the elevator of the Fuqua estate at Casey, Ill.

Woods Bros.' elevator at Rapatee, Ill., was burned at midnight, Aug. 8. Loss, \$1,500; no insurance.

R. H. Wolff on Aug. 15 resigned his

position as manager for the Hasenwinkle Grain Co. at Normal, Ill.

Frank Huber has an elevator at Nilwood, Ill., and has joined the Illinois Grain Dealers Association.

H. T. Railsback & Son of Hopedale have their new elevator completed and took in first grain Aug. 15.

Faith & Dewin's elevator at Warrensburg, Ill., which was burned, is being rebuilt at a cost of \$9,000.

The construction of an elevator and mill costing \$12,000 is contemplated by the City Mills, Charleston, Ill.

D. J. Keely's Sons are the successors of Daniel J. Keely at Lena, Ill. John Reeder is the other dealer at Lena.

M. Nixon of Mt. Pleasant, Ill., is looking over elevator property with a view to buying one for his son to operate.

John Bowlin & Co., of Munster, Ill., have sold their elevator and Mr. Bowlin will remove to Iowa or Minnesota.

The elevator of G. P. Bowman & Co. at Grayville, Ill., has been leased by the Henderson Elevator Co. for another year.

Ed. N. Moschel of Morton has been employed as bookkeeper for Ellis & Wagner, grain dealers of Deer Creek, Ill.

Mr. Ensign, grain dealer at Hudson, Ill., has bot the O'Hara granary at that place, and after moving it to his elevator will fill with oats.

G. F. Smith, of Fryer & Smith, San Jose, Ill., has retired and will devote his time to farming. J. F. Frye will continue the business.

S. C. Bartlett & Co., of Peoria, have placed an order for a Hall Distributor to be installed in the elevator at Nelson, Ill., now being erected.

A. Crawford & Son, Champaign, Ill., have bot the elevator at Lovington, Ill., of C. A. Davis, who will continue to operate his elevator at Cushman.

Rudy & Co. have an elevator at Paris, Ill., on the Big Four, and are members of the Illinois association. No one has grain handling facilities at Conlogue.

Farmers at Bushton, Ill., have organized a grain shipping company, and talk of building an elevator. Thos. E. Frasier is president and W. A. Baker secretary.

The Garrett Grain & Coal Co. has been incorporated at Garrett, Ill., with \$5,000 capital stock. Incorporators, John F. Rahm, Albert Goodson and W. J. Archer.

Epps & Jones' grain elevator at Hume, Ill., was burned Aug. 1. Loss, \$15,000; insurance, \$10,000. The loss has been adjusted and Mr. H. G. Epps will rebuild without delay.

Geo. C. Dunaway, secretary, writes: The Illinois Valley Grain Association will meet in regular session in the Passenger house, Mendota, Ill., on Wednesday evening, Aug. 27.

If you are a member of any Illinois incorporation better read the letter from Mr. Follansbee, published in this number, regarding the cancellation of the charters of Illinois incorporations.

T. P. Baxter, Gilbert Lewis and E. S. Pfeffer have been appointed a committee on grain appeals by the Illinois State Railroad and Warehouse Commissioners, to hear appeals at East St. Louis, Ill.

A. M. Judd, Dixon, Ill.: Oat crop is just fair. If no early frosts corn crop will be good. Some rye and wheat in this vicinity. The farmers are holding grain for better prices. Hardly any grain moving.

Jas. Spivey Co., who runs a general store at New Windsor, Ill., amuses himself at the expense of bidders and tries to get the good will of farmers by procuring bids on grain for them. He has never shipped any grain.

A. M. Stratton of Mt. Vernon, Ill., died recently aged 58 years. He had been engaged in the grain and implement business for many years, but of late had given his time to dealing in castor beans, sunflower seed and broom corn.

Has the charter of your company been cancelled? Better write to the secretary of state, Springfield, and find out. Altho many companies did not receive the notices the secretary claims to have mailed, he wants \$20 to revive their charters.

The Warsaw Milling Co., Warsaw, Ill., has converted the old Eckbohm warehouse at that place into an elevator. At the same place an elevator will be erected by White & Hackmack. Both elevators will be equipped with gasoline power.

Aug. Rosenberger, Papineau, Ill., Aug. 18: Oats about one-half threshed and of a very poor quality, some nearly rotten; crop from 20 to 40 bushels per acre, average 30. If we get more rain what oats are left in shock will not pay to thresh.

Alonzo Houts, a young man of Fairland, while working on Bartlett, Kuhn & Co.'s elevator at Cadwell, Ill., was thrown to the ground by the breaking of a scaffold, fracturing several bones and suffering severe bruises upon a pile of brick.

Best Bros., of Palmer, Ill., have purchased the elevator at Palmer, Ill., and as Best Bros.' elevator was burned in July, this will leave only one elevator and buyer at Palmer. The name of J. L. Boyd, who has retired from the grain business, is as old as Palmer.

At the request of a committee of the National Hay Association the Illinois State Railroad and Warehouse Commission has postponed hearing the petition of the I. D. & W., the Big Four and the L. E. & W. railroads for a change in the classification of hay in car lots from Aug. 5 to the regular meeting of the commission in October.

President H. N. Knight of the Illinois Grain Dealers Association has received the following letter of thanks from the daughter of B. S. Tyler, who died recently: Illinois Grain Dealers Association. Dear Mr. Knight—My mother and I do so appreciate the beautiful flowers which were sent to us for my father. Will you thank the gentlemen of the Grain Dealers Association for us and tell them how grateful we are for their kindness. Very sincerely, Gertrude Tyler. August second.

Many Illinois corporations are without a charter, hence have no standing in the courts, and cannot sue or be sued. This is the result of a fee getting scheme enacted at the last session of the legislature and approved May 10, 1901. It is entitled, "An act requiring corporations to make annual report to the secretary of state, and providing for the cancellation of articles of incorporation for failure to do so." Altho few, if any, corporations received the blanks which the secretary is required by the law to mail to every corporation on or before Jan. 15 of each year, no effort was made by the secretary to warn the incorporations of the impending cancellation. Instead of trying to serve the people, the secretary seems to be determined to gouge them for as much as possible. Who gets the money, the secretary or the politicians?

INDIANA.

A. Grove, Radnor, Ind., is building an elevator.

The grain elevator at Walton, Ind., on July 31 was partly burned.

W. G. Sweet, Royal Centre, Ind., writes: We cannot do business without the Grain Dealers Journal.

A. D. Toner is equipping his elevator at Kewanna, Ind., with machinery bot of the Nordyke & Marmon Co.

M. Duffy, Fowler, Ind., Aug. 15: Very wet here; can't get our threshing done. Oats will be of poor quality on account of continuous rains.

J. M. Mills and Gale Vernon will move the old mill building at Chesterfield, Ind., over to the Big Four Railroad and convert it into an elevator.

S. B. Sampson, secretary of the Indiana Grain Dealers Association, has moved his office to room 21, Board of Trade building, Indianapolis.

The Jay Grain, Seed & Flour Co. of Ohio has been incorporated in Indiana with \$32,000 capital stock, and Orlestus Jay of Redkey as state agent.

Cleveland Grain Co., Raub, Ind., Aug. 8: Oats threshing in full blast; yield good, 50 to 60 bushels per acre; but the berry is light weight and discolored.

J. F. Pearson, of Chalmers, Ind., writes that he is building a 12,000-bushel elevator at Riverside, Ind. He will buy a full equipment of machinery, including engine.

C. S. Miller, manager Jay Grain Co., Elwood, Ind., Aug. 23: Wheat is nearly all threshed in this locality. Some oats to thresh yet. Both badly damaged. Prospects for new corn very flattering.

S. W. Smelcer, of Flora, Ind., has purchased C. M. Anderson's interest in the Royal Center Grain Co.'s elevator at Royal Center, Ind., and has removed to the new location to manage the business.

Frank McComas, who operates the elevator at Ockley, Ind., was married recently to Miss Meredith Hornbeck at the home of the bride's parents. The ceremony was a brilliant affair, and attended by over fifty friends and relatives.

C. G. Egly, the efficient secretary of the Northwestern Ohio and Eastern Indiana Grain Dealers Association, with his wife and mother, is making a trip thru Illinois, and, after a visit with a sister at Meadow, Ill., will return to his home at Berne, Ind.

A very nice meeting of the Northwestern Ohio and Eastern Indiana Grain Dealers Association was held at the Randal hotel, Fort Wayne, Ind., Aug. 14. Besides the regular members the attendance included James Sale of Bluffton, Ind.; C. E. Bash, of Huntington, O.; A. Wasmuth, of Roanoke, and several others. Eight grain dealers were induced to become members.

A committee of the Northwestern Ohio and Indiana Grain Dealers Association, consisting of Secretary C. G. Egly, of Berne, Ind.; President E. L. Carroll, of Decatur, Ind.; H. C. Tinkham, of Latty, O., and B. Herzer, of Paulding, O., went to Toledo, O., Aug. 20 to confer with the Toledo Association on association matters for the benefit of the Northwestern Association.

P. L. Bishop, for four years in the grain business at Auburn, Ind., and recently an irregular dealer, on Aug. 7 left for parts unknown, leaving creditors to mourn the loss of \$3,000, of which \$1,800 is due farmers for grain bot by his agent, John L. Stonestreet, of Cedar. Since Bishop sold his business last May to the J. W. Chambers Grain Co., he

has been doing a scoop shovel business at the small towns in the vicinity, and it is not surprising that a rascal who would play such a mean trick would also victimize the farmers who were so foolish as to trust him.

The Northwestern Ohio and Indiana Grain Dealers Association held a very enthusiastic meeting Aug. 21 at Fort Wayne, Ind. Following the example of those who had become members at the meeting a week before a number of grain dealers joined the ranks. The oats question has so many phases on account of the very hard grading in the terminal markets that it is impossible to tell what they are worth. It was the consensus of opinion that this grain ought to be worth 6 cents under Toledo prices. The meeting adjourned to meet at Celina, O., Aug. 28, at the Hotel Ashley. Turn out and be benefited.

IOWA.

A new elevator is talked of at Bartlett, Ia.

Turner Bros., Cumberland, Ia., have put in new scales.

Willson & Jacobson, Gilman, Ia., are enlarging their elevator.

The Great Western Elevator Co., Otho, Ia., is building a new office.

A. L. Springle is the successor of F. D. Campbell at Winterset, Ia.

T. L. Eggum has sold his scoop shovel pumpkin house at Thompson, Ia.

J. A. Funk, Elmo, Ia., has bot a small gasoline engine for his elevator.

Dan McNeill has taken charge of the Interstate Elevator at Doliver, Ia.

Blattner & Baldwin have joined the ranks of regular dealers at Plato, Ia.

Gilchrist & Co., of McGregor, Ia., have bot the elevator of O. P. Ode at Calmar, Ia.

A gasoline power elevator is being erected at Martinsburg, Ia., on the Illinois Central.

A new elevator is going up at Mills Siding, between Forest City and Thompson, Ia.

Himmel Bros. have thoroly overhauled the machinery in their elevator at Radcliffe, Ia.

Mr. Davidson has taken charge of the Spencer Grain Co.'s elevator at McGregor, Ia.

The Farmers Incorporated Society of Ruthven, Ia., is not recognized as a regular dealer.

J. S. Williams, of Paton, Ia., has rented the elevators at Boxholm and Lanyon of H. H. Smith.

Bedell Bros., of Irvington, Ia., have succeeded J. A. Winkle & Co., on the Northwestern.

C. J. Johnson, Bode, Ia., is doubling the storage capacity of his elevator exclusively for oats.

Jerome Sabin, of Manchester, Ia., has accepted employment in a grain elevator at Dexter, Minn.

C. S. Retz has succeeded Retz Bros., grain dealers at Luray, Ia., on the Chicago Great Western.

B. C. Ragan, of Red Oak, Ia., has bot the elevator and coal yards of Frank W. Crane at Coin, Ia.

The Clinton Grain Co., Clinton, Ia., has acquired the grain business of Smith & Damann at Tipton, Ia.

H. B. Hidy, of Belle Plaine, has succeeded Mallineaux & Wright at Tilton, Ia., on the C. & N. W. Ry.

K. T. Hotchkiss Co., Bloomfield, Ia., is putting in a No. 9 traveling brush and special air controller clipper cleaner.

W. S. Kaufman is the successor of the American Grain Co. at Doon, Ia., on the Chicago & Northwestern Railway.

The newly organized T. P. Rogers Cereal Milling Co., Boone, Ia., will consume 1,000,000 bushels of oats annually.

F. L. Howe & Co., of Radcliffe, Ia., now are recognized as regular dealers, having agreed to arbitrate their differences.

The South Dakota Grain Co., of Parkston, S. D., has succeeded the Canton Grain Co. at Hull, Ia., on the C. M. & St. P.

G. J. Wickey has enrolled himself among the regular dealers doing business at Smithland, Ia., on the Illinois Central.

Hemmings & Hayes are repairing their elevator at New London, Ia., and moving the scales to another side of the building.

J. Aden has bot and remodeled the elevator at Whittemore, Ia., formerly operated by the bankrupt Farmers Exchange Society.

Beckman & Schroeder are adding 80 per cent to the storage capacity of their plant on the C. M. & St. P. at Emmettsburg, Ia.

L. Raymond, of Mondamin, Ia., will build an implement warehouse at Pisgah, Ia., and contemplates engaging in the grain trade.

L. A. Grant writes that T. S. Catchart & Sons, of Kingsley, Ia., have purchased the elevator and coal business hitherto conducted by him.

The new house of the Western Elevator Co. on the Des Moines, Iowa Falls & Northern Railroad at McCaullsburg, Ia., has been completed.

Shaw & Binder are constantly improving their elevator at Colo, Ia. Their office has been made more attractive by an exterior coat of paint.

Shaner & Fowler are still in the grain business at Rowan, Ia., but they have moved their elevator from the Rock Island to the Great Western.

The 15 corn cribs, 2,000 feet in length, in connection with the plant of the National Starch Co. at Sioux City, Ia., have been purchased by W. B. Carter.

Leon Cornick has taken charge of the Great Western Elevator Co.'s house on the M. & St. L. at Humboldt, Ia. Much needed repairs are being made.

Ross Hutchison has resigned his position as agent for the Wells-Hord Grain Co. at Neola, Ia., and has been succeeded as manager by John D. Hannan.

Geo. E. Camfield, of Lakefield, Minn., has been appointed local agent for the Western Elevator Co. at Bancroft, Ia., as the successor of John Duck.

Ellickson Bros., of Thompson, Ia., are building a cistern just outside of their engine house to supply soft water to the engine during the winter months.

P. O. Martinussen, agent Spencer Grain Co., Whittemore, Ia., Aug. 16: Weather very bad; rain nearly every day; muddy road and poor quality of small grain.

Bian Iseminger, while working in the elevator at Buck Grove, Ia., had his foot caught in the gasoline engine and so badly crushed that the big toe had to be cut off.

W. C. Yeisley, of Blairstown, Ia., contemplates re-entering the grain trade and has a couple of carloads of stone on the ground for the foundation of an elevator.

W. E. & M. H. Bomberger have bot the interest of J. A. Challgren in the grain and livestock business at Gowrie, Ia., and the latter will remove to North Dakota.

The Trans-Mississippi Grain Co., of Omaha, will equip the newly acquired house at Arthur, Ia., with an improved Hall Distributor and make other improvements.

Chas. Stevens, of Meriden, will manage the elevator of Terwilliger, Dwight & Co. at Ireton, Ia., in place of F. O. Parker, who will continue with the firm as stock buyer.

The Farmers Union Society of Cylinder, Ia., has changed its methods of doing business to earn margins to pay expenses, and has joined the Iowa Grain Dealers Association.

Grain dealers and millers of Davenport, Ia., recently held a meeting to protest against the new rule of the Illinois Car Service Association, exacting demurrage after two days.

Honstain, Bird & Co. have the contract for a new elevator on the B. C. R. & N. Ry. between Ellsworth and Rock Rapids, Ia., and will equip with an improved Hall Grain Distributor.

The Des Moines Elevator Co., whose house at Avoca, Ia., recently was burned, will not rebuild, having bot the elevator at the same place of Sievers & Son, in which to continue the business.

The Farmers Co-operative Co., which tried to organize to build an elevator at Klemme, Ia., as reported in the Journal Aug. 10, has failed to accomplish its object, and no elevator will be built.

The Atlas Grain Co., with headquarters at Chicago, has succeeded W. W. Topf & Co. at the four stations on the C. M. & St. P. R. R., Buck Grove, Kenwood, Charter Oak and Rodney, Ia.

Geo. R. Wheeler, of Guernsey, Ia., has quit the scoop shovel business at other stations and will confine himself to the regular trade at Guernsey. He has lately joined the Iowa Grain Dealers Association.

Hall, Roberts & Co., grain dealers at Postville, Ia., are displacing the steam engine with a gasoline engine and will take down the big brick chimney which so long has been a landmark at their elevator.

The Weare Commission Co., Chicago, has established a branch office at Clinton, Ia., with F. W. Davidson as manager. The business will be handled direct over a private wire with the Chicago house.

Local Agent E. A. Brown, Thompson, Ia., Aug. 14: New oats are of fairly good quality and will go between 50 and 70 bushels to the acre. The corn acreage is large and will yield well, barring early frosts.

Bidders and receivers desiring to eliminate scoop shovel shippers from their lists will gladly be given a complete list of them on application to Geo. A. Wells, secretary of the Iowa Grain Dealers Association, Des Moines.

C. F. Pattee & Co., Pocahontas, Ia., who are advertising themselves to farmers as about to engage in the grain trade, are scoopers pure and simple with no accommodations for grain, and cannot be considered regular dealers.

Peter Eide, Radcliffe, Ia., Aug. 13: Oats crop not as good as expected; yield about 35 bushels per acre and of poor quality. Corn crop looks promising, and if frost holds off till Sept 15 will have the biggest crop for years past.

C. T. Sidwell, Florence, Ia., Aug. 16: The continued rainy weather is hindering stacking and threshing very seriously, as very little of either has been done as yet, while acres of oats are flooded and ruined. Corn is a good two weeks late,

and this cold, wet weather is not helping it any.

A meeting attended by 25 members of the Iowa Grain Dealers Association was held on the afternoon of Aug. 12 at Marshalltown, Ia., to arrange for the handling of the new crop. President Jay A. King, of Nevada, and Secretary George A. Wells, of Des Moines, were present.

C. T. Sidwell, of Florence, Ia., has just finished overhauling and remodeling his elevator, putting in a double dump with controllable dump irons, a new stand of elevators with cups 10x5 1-2, a new 8-horse gasoline engine and a hopper in the oats warehouse, making his house as good an elevator as there is in that part of the country.

Lightning struck the Hancock Elevator at Avoca, Ia., on the morning of Aug. 10, causing a loss of \$10,000 to the present owners, the Des Moines Elevator Co., who had some insurance. The house was very substantially built of dimension timbers in 1867 by Mr. Chase, for Smith Bros., who sold it to Hancock & Co. in 1878. For many years it was the only elevator in a large section of country, and handled more grain than any other house of its size.

A peculiar accident in the elevator of the Wheeler Grain & Coal Co. at Pocahontas, Ia., on Aug. 13 gave Manager P. L. Rivard a bad scare. A new hopper scale of 40,000 pounds capacity had been put in, and Mr. Rivard was using it for the first time, when the levers supporting the hopper snapped, letting the box fall several feet. The weight that broke the levers consisted of 28,000 pounds of shelled corn. Fortunately for Mr. Rivard the bin held together, or he would have been buried under the grain.

Geo. A. Wells, secretary of the Iowa Grain Dealers Association, in his crop report issued Aug. 10, gives the acreages compared with those of last year in per cents as follows: Wheat, 91; oats, 103; corn, 107; barley, 93; rye, 98, and flaxseed, 86. The estimated yield per acre is: Wheat, 13; oats, 38; corn, 41; barley, 20; rye, 30, and flaxseed, 10 bushels, and the total estimated crop in bushels: Wheat, 15,599,000; oats, 150,365,000; corn, 384,875,000; barley, 1,075,000; rye, 17,697,000, and flaxseed, 946,575. General conditions over the entire state are nearly uniform except that corn seems to have a better chance of maturing full crop in the southern part of the state than in the northern. Wheat will be mostly low grade, being damaged by rust, blight and rains. Oats are all stained more or less, but mostly medium weight. Corn is about two weeks backward and will have to take chances on an early frost; otherwise doing well on uplands. Barley is all badly stained but of good weight. Considerable damage done to small grain in shock by rains during harvest.

KANSAS.

Finger & Sons, Sawyer, Kan., have built a grain elevator.

M. Fritts is agent for the Midland Elevator Co. at Green, Kan.

An elevator will be built at Minneapolis, Kan., by Chapin Bros., millers.

F. P. Miller & Son, Chetopa, Kan., have improved and enlarged their elevator.

Fisher & Son, of Coy, Neb., have succeeded W. L. Perkins in the grain business at Frankfort, Kan.

Fire at Salina, Kan., Aug. 6, destroyed the elevator and mill of Ed Lotz. Loss, \$12,000; insurance, \$8,000.

For July the receipts of the Kansas State Grain Inspection Department were \$3,299, and the expenses \$2,790.

The Stevens-Scott Grain Co., which operates a line of country elevators, has established headquarters at Wichita, Kan.

The Rea-Patterson Mill Co. has bot the elevator and mill of the McGrew Milling Co. at Coffeyville, Kan., for \$125,000.

The Cherryvale Grain & Livestock Association, recently organized, has bot the Brinson-Judd Grain Co.'s elevator at Cherryvale, Kan.

J. D. Small, formerly of Topeka, Kan., has bot the Santa Fe Elevator at Atchison, Kan., and will convert the large building into a mill.

Frank B. Quinby & Son, of Council Grove, Kan., have let the contract to Stuart Hare for an elevator on the Katy, at Hartford, to be ready for new corn.

C. N. Lane, Cuba, Kan., Aug. 20: Wheat and oats fair yield, but very poor quality. Corn will make about three-fourth crop. Have had good rains this week.

J. C. Mayall does not deal in grain at Valley Center, Kan., and J. K. Gise is unknown. The regular dealer is Samuel Garver, with a 20,000-bushel elevator on the Santa Fe.

Oswego Seed & Grain Co., Oswego, Kan., Aug. 14: Wheat and oats badly damaged by wet weather. Corn promises fine crop, but some of it damaged by water early in the season.

G. W. Erwin, L. Doran and C. N. Bunds, of McPherson, have purchased the elevator at McLouth, Kan., of the McLouth Mill & Elevator Co., the first named taking charge of the business.

J. R. Gilchrist, scooper at Valley Center, Kan., is only in the market when he thinks there is a plum to be had, and J. D. Gilchrist is another of the same name and stripe who ships principally on the St. Louis & San Francisco Railroad.

Wm. Schrenkler, Walker, Kan., Aug. 8: Our wheat crop is nearly an entire failure. A few weeks before harvest most farmers thought they would have three to five bushels. There followed heavy and frequent rains, which started the weeds growing, and at harvest time the wheat fields were a field of weeds. Threshing returns show they will not have half the wheat they expected; and the grade is very inferior. Last week we had three days of hot winds, which ruined our fine prospects for corn, sorghum and kaffir corn fully 50 per cent. To-day the thermometer shows 103 to 108, with no rain in sight, which is bad for fall plowing. Not a bushel of new wheat in town this season, and our prospects are anything but bright.

KANSAS LETTER.

Jas. L. Stansbarger has succeeded Ed. Perdue in the grain business at Huron, Kansas.

Kramer Bros., of Wellington, have succeeded Forney & Hatfield at Belle Plaine, Kansas.

Sanford & Tweedy have been succeeded in the grain business at Rydal by Bert Ainsworth.

Swinney & Fowler have purchased the interests of R. M. McClellan at Kingman, Kansas.

Jackson Bros., owning the mill at Kirwin, Kansas, have added an elevator to their property.

C. W. Lord, of Delphos, Kansas, is erecting a mill at Wamego and desires to dispose of his elevator property at Delphos.

C. W. Parrish has engaged in the grain business at Langdon, Kansas, operating the elevator formerly owned by A. C. Davis & Co.

Greenleaf & Baker, with headquarters at Atchison, Kansas, have closed their house at Portis, Kansas, owing to the light crop in that section.

Mr. F. B. Bennett, senior member of the firm of Bennett Com. Co., of Topeka, left for Utah August 1st, where he expects to remain until October 1st.

F. L. Ingersoll, of Kirwin, Kansas, has erected a 12,000-bushel warehouse at that place. Mr. Ingersoll has lately interested himself in a new telephone system for Kirwin.

McLeod Bros., managers of the Farmers Elevator at Marietta, Kansas, have severed their connections with the elevator company and have removed to Illinois, where they will give their attention to the manufacture of their automatic weighers. They have been succeeded at Marietta by Mr. P. T. Burk.

According to the Topeka State Journal of the 20th, the Atchison, Topeka & Santa Fe Road has announced that no grain could be stopped in transit for cleaning without the local rate from point of origin to cleaning station be paid, and Kansas City local rate from cleaning station to the river. This rule does not, however, apply if such grain is shipped over their lines east of Kansas City. This ruling will, no doubt, prove a very important one to western shippers.

Among the dealers lately becoming members of the Kansas Grain Dealers Association are: Samuelson & Nelson, Hiawatha; Strickler & Son, Romona; McCormack Bros., Germantown; Mathews & Charles, Attica; Kiowa Mill & El. Co., Kiowa; W. L. Taylor & Co., Topeka; Wm. Dennis, Kelly; Kramer, Burberry & Thompson, Seneca; D. O. Miller, Paradise; Neill & Beyer, Arrington; H. W. Cole, Kelly; John Wintersheidt, Germantown; J. D. Infield, Bern; W. H. Fluke, Bern; J. F. Lukert, Sabetha; G. B. Roney, Fairview; Bushman, Welk & Co., Haven; French & Pickens, Partridge; Bert Ainsworth, Rydal; J. J. Stevens, Dalton; Jas. L. Stansbarger, Huron; Nebraska El. Co., Lincoln, Neb.; B. F. Hahn and G. M. Smith, Concordia; Price & Stevenson, Turon; Belleville El. Co., Belleville; C. E. Anderson & Co., Wellsford; F. E. Dowel, Wellsford; M. P. Harrison & Co., Cuba; Ratcliffe Bros., Cunningham; Ed. Boots, Isabel; Central Granaries Co., Lincoln, Neb.—A. M. D.

MICHIGAN.

S. Cook, Urania, Mich.: Oats good, corn good; beans one-third crop.

The Michigan Bean Jobbers Association will hold its annual meeting in Detroit Sept. 10.

Goss, Wager & Co., of Waterford, Mich., have bot the elevator at Clyde of W. W. Baker.

A grain elevator is being erected at Denton, Mich., by Wallace & Alban, of Belleville, Mich.

The Premo Flake Food Co., Kalamazoo, Mich., has been incorporated and will build a large factory.

A. McCloy, Mumith, Mich., has added another Clipper Cleaner to the seed and grain and bean cleaning outfit.

Linn & Edwards, Williamston, Mich., are adding to their outfit a No. 9 traveling brush Clipper Bean Cleaner.

F. C. Baluss & Co., Blissfield, Mich., are adding another No. 9 Clipper Cleaner to their outfit at Petersburg, Mich.

Chas. Wolohan is said to have pur-

chased an elevator at Hemlock, Mich., which is to be run by Eugene Cody.

New machinery is being installed in the elevator of the J. F. Cartwright Co. at Davison, Mich., on the Grand Trunk.

The Mt. Clemens Health Food Co., Mt. Clemens, Mich., has been organized, and is building a factory to be run by Geo. Grim.

The Celery City Food Co. has been incorporated at Kalamazoo Mich., with \$1,000,000 capital and will erect extensive factories.

D. Mansfield, of Remus, Mich., has quit handling merchandise and will devote his time to his elevator, grain and produce business.

R. N. Parshall, Owosso, Mich., has acquired the elevator operated for several years by A. L. Nichols and will run it in connection with his mill.

The Wallace Co., of Port Austin, Mich., has bot the elevator at Kinde from Geo. Carty and will operate the plant in connection with its other elevators at Port Austin and Bad Axe.

The Nelson Grain Co., Ithaca, Mich., is increasing the capacity of its elevator from 10,000 to 20,000 bushels and making changes to economize labor. A new 12-h. p. Fairbanks Gasoline Engine has been put in.

Hemp has been grown with great success for two years by Jas. McColl and Jas. McKenna, farmers of Croswell, Mich., and the flax mills in that part of the state contemplate putting in hemp breakers to handle the crops.

Wm. Ross, of Ross Bros., lumbermen, Beaverton, Mich., is erecting an elevator, 24x60 and 64 feet high, to be equipped with corn sheller, feed mill and elevating machinery, all driven by electric motor. Potatoes will be stored in the basement. Shipments will be made over the F. & P. M. R. R.

The Battle Creek Sanitarium Health Food Co. has ordered a machine from the Hess Warming & Ventilating Co. for drying and parching food products for its branch factory at London, Ont. Three of these machines already are in use in the Battle Creek plant, and it is evident that their use will be extended to other branches.

Fred M. Warner, Michigan secretary of state, in his crop report issued Aug. 9, states that owing to the wet weather, which generally prevailed during July, it was very difficult to harvest the wheat crop; in some localities it was not all cut at the end of the month. The ground was so wet in many places that it was impossible to harvest the grain with a binder. In some cases wheat was secured before any damage was done, but in most of the counties much injury resulted, so that the quality will be poor. Wheat grew not only in the shock but standing in the field. Some varieties were damaged more than others, and on the whole there is considerable wheat that will be fit only for food for stock. The yield this year promises to be very good, considering the conditions which have affected the crop. The condition of corn is 66, of beans 72 per cent. The estimated yield of oats is 37 bushels per acre.

MINNEAPOLIS

Cash wheat is commanding an unusual premium over the futures at Minneapolis, and yet some dealers are willing to sell it.

C. A. May has succeeded E. A. Burrage as secretary and treasurer of the South Minnesota & South Dakota Grain Dealers Association.

The Acme Grain Co. has been incorporated at Minneapolis Minn. Capital stock, \$50,000; incorporators, D. L. Raymond, Geo. P. Case, D. F. Johnson, A. R. Taylor and Edwin Dodge.

G. T. Honstain is building a working house of 50,000 bushels capacity on the Hastings & Dakota railroad at Minneapolis, Minn., for the Lahart Elevator Co., which later will erect 500,000 bushels of tank storage.

The Henry L. Karrick Co. has been incorporated at Minneapolis, Minn., with \$100,000 capital stock, to deal in grain. The incorporators are H. L. Karrick, S. G. Williams, R. J. Healey, A. R. Gardner and J. L. Swanton.

An August 12, at one of the elevators of the St. Anthony Elevator Co., Minneapolis, a record for leading wheat was made which has never been equaled in that city. In 10 hours 105 cars were loaded with 95,150 bushels, making a total weight of 5,709,000 bushels. The work was performed by 10 men, giving to each man a credit of 9,515 bushels, or about 950 bushels per hour per man.

On evidence that orders sent by Edwards, Wood & Co., of St. Paul, Minn., to their correspondent, W. W. Bennett, to be executed on the Milwaukee Chamber of Commerce, had been bucket-shopped, L. A. Wood of the firm, on Aug. 12, was expelled from membership in the Chicago Board of Trade. Soon a membership in the Chicago Board of Trade will be a certificate of good character.

The St. Paul Board of Trade, which was organized at St. Paul, Minn., in 1880, and has been all but dead for a few years, has been revived, with a view to trading in hay, corn and oats. A novelty will be the trading in options for the future delivery of hay just as grain is dealt in on other exchanges. The quotations are for No. 1 upland and timothy for the first and second halves of each month in the year. L. J. Hart has been appointed secretary and C. J. Whitridge hay inspector.

Mr. Christenson, who was manager of the Farmers' Elevator Co. at Stewart, Minn., which failed and was sold, has been employed as a traveling solicitor by the firm of McCarthy Brothers & Co., of Minneapolis. Mr. Christenson puts in his time in soliciting the farmers to ship their own grain, and, of course, to his firm. He also employs his time in making arrangements with some farmer, or other party, to buy grain for his firm on track. Regular grain dealers throughout the northwestern states will not be disposed to have a very friendly feeling towards this firm.

The court has confirmed the sales of the following elevators by assignees Van Dusen and Smith, of the St. Paul & Kansas City Grain Co.: Gas power elevator and land at Sargent, Minn., to J. F. Powers & Son, for \$2,500; gas power elevator and annex at Renova, Minn., to J. F. Powers & Son, for \$1,250; gas power elevator at Sutton, Minn., to J. F. Powers & Son, for \$1,250; elevator and cleaning house at Oelwein, Ia., to Pease Bros., for \$4,000; elevator and warehouses at West Concord, Minn., to J. S. Nichols, for \$2,200; elevator at Westgate, Ia., to O'Connor Bros., of Summer, Ia., for \$800; elevator at Boyd, Ia., to O'Connor Bros., for \$600; elevator at Arthur, Ia., to Trans-Mississippi Grain company, for \$800; warehouse at Rich Valley, Minn., to C. R. Strathern, for \$450; real estate at Odebolt, Ia., to A. E. Cook, for \$600.

Grain men and millers who made a tour of the grain fields of North and South Dakota and Minnesota in a special Great Northern train returned Aug. 9 unanimously declaring they never before saw finer crops. P. B. Smith, general manager of the St. Anthony & Dakota Elevator Co., who was in charge of the expedition, of which the purpose was to establish a reliable crop estimate, said: The estimates of members of the party averaged give 200,000,000 bushels as the probable wheat crop and 30,000,000 bushels as the probable flax crop. We have covered the ground pretty thoroughly. In certain localities we found that crops had been seriously damaged by prolonged rains, this being almost entirely confined, however, to the Red River valley region, where a great deal of damage has occurred to crops on both sides of the river. Generally speaking, the crop is in splendid condition, and prospects are excellent for a heavy crop of wheat. The estimate given provides for an increase of 15,000,000 bushels in the wheat yield over last year, with a materially decreased acreage. The increase in flax is figured at about 10,000,000. In a few places we found that damage had been done by hail storms, but complaints of this character are entirely local. No extensive areas have been damaged by hail. We have done the work pretty thoroughly, stopping at every station and securing the estimates of the local elevator and grain men. It is upon the information gained in this way throughout our trip that we have reached the announced conclusions.

MINNEAPOLIS LETTER.

The H. E. Pence Co. is the name of a new concern which has been incorporated to conduct a general grain business with headquarters at Minneapolis. The incorporators are H. E. Pence, D. Pence and J. V. Doherty. Capital, \$50,000.

The Henry L. Karrick Co. will operate a line of elevators in the northwest and will virtually succeed to the business of S. Strong & Co. H. L. Karrick, formerly in the lumber business at Minneapolis, is one of the heaviest stockholders in the company.

John Washburn and Henry Little, two of the best known grain men in the city, recently returned from a trip through the northwest. They express the opinion that the crop of wheat will be fully as large as that of last year, although in some sections the acreage has been reduced.

The W. S. Cleveland Elevator Building Co. reports the following contracts: Anchor Grain Co., Minneapolis, 30,000-bushel houses at Lone Tree and Bert-hold, N. D.; Helgerson Bros., Omeme, N. D., 30,000; J. H. Lockwood, Trun-bridge, N. D., 30,000; B. Hammond, Wier, N. D., 30,000; W. K. McClusky, Den-hoff, N. D., 25,000.

S. H. Tromanhauser, elevator builder at Minneapolis, reports the following contracts which he has recently secured: Terwilliger & Dwight, Sioux City, Iowa, 20,000-bushel house at Rock Valley, Ia.; McCabe Bros., Mackintosh, Minn., 30,000-bushel house; A. L. Foster, Souris, N. D., 20,000-bushel house; W. A. Dun-ean, Rolla, N. D., 30,000-bushel house, and A. B. Converse, Barry, Minn., 25,000-bushel house.

The state Board of Grain Appeals will hold a joint session at Minneapolis on August 28 to discuss wheat and grain gradings for the coming year. It is stated that but few complaints during the

year have been received and that in all probability few changes will be made in the present rules on wheat. Coarse grains will receive consideration and it seems highly probable that extensive changes will be made in the rules relating to barley.

The Huehn Grain Co., of Minneapolis, has closed a contract with the W. S. Cleveland Elevator Building Co. for a 50,000-bushel grain storage house to be erected in this city. The structure will be of brick and circular in form. The wall will be similar to a boiler setting and the strength will be maintained by steel rods or bands imbedded in the brick. The W. S. Cleveland Co. has recently applied for a patent of this new method of construction and the present building will be the first of its kind which has ever been erected in the world. The contract calls for completion in the near future.—B. A. P.

MINNESOTA.

The Farmers Warehouse at Farwell, Minn., is to be improved.

S. J. Cable talks of building an elevator at McIntosh, Minn.

The Farmers Elevator Co., Brown-ton, Minn., proposes to build an elevator.

G. A. Styner is the new agent for the Western Elevator Co. at Seaforth, Minn.

Wm. Moore, miller at LeSueur, Minn., is buying macaroni wheat in South Dakota.

C. E. Jorgenson has taken charge of the elevator at Odin, Minn., for Bingham Bros.

The Farmers Elevator at Madison, Minn., has been moved to the railroad track.

Ernest Smith has been appointed local agent for Reinke Bros. at Russell, Minn.

E. F. Barrett, of Waverly, Minn., will take charge of an elevator at Atwater, Minn.

E. Grosmoen's warehouse at Fairfax, Minn., has been rented by Steffenson & Anderson.

H. M. Babcock, of Northfield, has bot a site on which to erect an elevator at Le Sueur, Minn.

W. S. Gillam, Windom, Minn., has equipped his feed mill with grain elevating machinery.

The W. W. Cargill Co., of La Crosse, Wis., contemplates erecting an elevator at Lanesboro, Minn.

The Davenport Elevator Co., Davenport, Ia., has begun work on new elevator at Hardwick, Minn.

Mr. Gibbie has been employed to operate the elevator at Le Sueur, Minn., for the St. John Elevator Co.

Ted Rush, formerly of Waukon, Ia., has his arm crushed in the machinery of an elevator at Westbrook, Minn.

The Hiebert Grain Co., of Mountain Lake, Minn., has purchased the elevator at Windom, Minn., of Mrs. Riepe.

The Revere Elevator Co., of Revere, Minn., has installed a Northway Feed Mill of 60 bushels capacity per hour.

A gasoline engine is being installed in the elevator of the St. Anthony & Dakota Elevator Co. at Fosston, Minn.

The elevator of the Sheffield Milling Co. at Northfield, Minn., is being re-modeled and equipped with a dump scale.

Ed Jago, of Fairfax, Minn., will take charge of an elevator in North Dakota for the Minneapolis & Northern Elevator Co.

The O'Neill Barley Co. is getting its terminal house, Elevator A, at Winona, Minn., in readiness for the storage and handling of barley.

E. A. Brown's elevator at Jasper, Minn., will be managed by Thos. R. Dunn, who recently was married to Miss Harriet McKay of Luverne.

Emil Howe has been retained for a third year as manager of Schmid & Anderson's elevator at Wabasso, Minn., with an increase in salary.

A new gasoline engine is being installed and other improvements made at the elevator of the Western Elevator Co. at Lake Preston, Minn.

A. Pryor, of Wheaton, Minn., will take the place of A. A. Buckingham as traveling auditor for the National Elevator Co. on the Milwaukee line.

Tom Pendergast, formerly with Moore Bros. & Felthous, at Kanawha, Ia., has removed to Lake City, Minn., to enter the employ of L. N. Loomis, of Minneapolis.

The improvements being made at the elevator of the Red Wing Malting Co. at Goodhue, Minn., are brick engine room and office, new engine and replanking of driveway.

J. S. Edmond, of Tracy, Minn., writes that the Western Elevator Co., of Winona, Minn., is building modern elevators with gasoline power at Clements and Wayburn, Minn.

Wm. Fox, Jr., writes that Dittes Bros. have acquired the plant of the Franklin Mill Co., Franklin, Minn., and will continue to handle grain, retaining the name of the mill company.

Jas. O'Hara, who has been buying grain for the Great Western Elevator Co. at Dawson, Minn., for the past 15 years, has been promoted to be manager of one of the company's lines.

Gilchrist & Co., of McGregor, Ia., have bot the elevator at Taopi, Minn., which Geo. Eastman, of Elkton, recently purchased of the assignees of the St. Paul & Kansas City Grain Co.

New machinery throughout is being installed in the Imperial Elevator at Hallock, Minn. An additional driveway is being put in, and the old horse power lean-to has been torn down.

J. H. Lee, Fairfax, Minn., Aug. 16: In most instances threshers report wheat going from 18 to 22 bushels per acre. Too early for elevator men to establish the grade, but most of the wheat will grade No. 1.

Wm. Maxwell, of Minneapolis, Minn., is improving his elevator at Fairfax, Minn., by putting in a new iron tank under the elevator, and will increase the capacity. Thos. Maxwell will continue as agent.

At Lafayette, Minn., two elevators have been sold. Hans Brom, of Minneapolis, bot Nels Stenson's elevator, and the Security Elevator Co. also of Minneapolis, purchased the Peavey Elevator, placing M. T. Hedreen, of Bernadotte, in charge.

The Scott Grain & Telephone Co. has been incorporated at Argyle, Minn., to deal in grain and operate a telephone system. Capital stock, \$25,000; incorporators, Jas. Scott, of Argyle; Sara L. McNulty and Francis W. Sullivan, of Duluth.

At Wilder, Minn., Fred Malchow has taken charge of the elevator of the Thorn-Christianson Co. Improvements have been made at this house, and a cleaner has been installed. I. N. Reeder has succeeded Fred Malchow as manager of the elevator now owned by the St. John Grain Co.

E. A. Dalen, agent Osborne & McMillan Elevator Co., Farwell, Minn., Aug. 15: Harvest is done in this locality. Wheat is fine; it will average 20 to 25 bushels to the acre; nearly all No. 1.

Flax will go about 15 bushels to the acre; also No. 1. Oats and barley are not grown for the market.

Bidding was spirited at the sale of the farmers' elevator at Stewart, Minn. Line houses made good offers for the plant, but it was knocked down to T. Mahoney, of Wells, for \$4,056. Ten bids were received. Farmers elevator promoters will do well to steer clear of Stewart, Minn., as the horny handed sons of toil for mile about, after having lost money in their venture into the grain business and stood a heavy assessment when the farmers' company went broke, now are thru with the business, and will welcome the slick-tongued promoter with a pitchfork.

MISSOURI.

Issy Landa, Kansas City, Mo., is erecting an elevator and mill.

R. M. Hines has discontinued the grain and seed business at Brashear, Mo.

Memberships in the Kansas City Board of Trade are selling at \$2,500 to \$2,750.

W. H. Ficket's grain and machinery warehouse at Edina, Mo., was burned Aug. 14, with the adjoining mill. Total loss, \$40,000.

M. B. Sherwood will put in a seed cleaner at his warehouse at Brashear, Mo. He has added garden seeds to his grain business.

The Merchants Exchange of St. Louis, Mo., contemplates adopting a clearing house method of settling trades in grain, and a committee has been appointed to investigate the methods in vogue at other exchanges.

The arbitration committee of the Kansas City Board of Trade on Aug. 21 decided that 68 cents, the closing price of the July option, was the price for the settlement of defaulted contracts for delivery of contract wheat in July.

M. B. Sherwood, Brashear, Mo., Aug. 20: Oat crop yielding 30 to 40 bushels per acre; timothy seed 6 to 8; rye three-quarter crop. Wheat and rye damaged by rains; wheat nearly a full crop, and millet a full crop. A large acreage will be sown to wheat in Adair county.

While playing in the oats bin of Lansing & Harris' elevator at Kansas City, Mo., Aug. 13, Ernest Hardin, a 12-year-old boy, had a narrow escape from death by suffocation. A workman opened one of the chutes and the boy was drawn down into the vortex. His companion in play called four men who tried in vain to dig him out. By opening two other chutes the bin was emptied and the boy rescued unconscious.

The dispute between C. H. Spencer and W. B. Harrison in regard to the validity of a warehouse certificate which was 30 pounds short of 5,000 bushels, has been decided by the arbitration committee of the St. Louis Merchants Exchange, each of the two parties being required to pay one-half the loss. Nevertheless it is claimed that the elevator company had a right to correct the certificate, as it did, by adding the half bushel.

Geo. B. Ellis, secretary of the Missouri State Board of Agriculture, in his crop report of Aug. 4 says: A great crop of corn now is assured. Along the Mississippi and Missouri rivers and on some of the smaller streams considerable loss has been caused by overflow, in some cases falling very heavily on individuals and even for communities, but this amounts to a very small percentage, taking the state as a whole. The present

average condition for the whole state is 101, which is an improvement for the month of 2 points above all the loss sustained by overflow and drouth. Wheat has been considerably damaged by sprouting in the shock and by being washed away by overflow. The quality of the grain is not up to last year's standard, but the yield is much better. The highest average yield of wheat in this state in the last ten years was in 1900 and 1901, each year making an average of 16 bushels per acre. The estimate made this year when threshing had just begun was 17.6 bushels. Correspondents nearly all report wheat turning out 2 to 5 bushels better than the first estimate and the average for the state will probably reach 20 bushels per acre. Many fields are yielding 30 to 40 bushels.

NEBRASKA.

Geo. S. Hayes & Co., Axtell, Neb., are enlarging their elevator.

E. G. West soon will have his elevator completed at Brady, Neb.

J. H. Lysinger has completed his new elevator at Aurora, Neb.

The Holmquist Co. will remove its old elevator at Tekamah, Neb.

The Atlas Elevator Co. will put in a lumber yard at Dixon, Neb.

The Wilson Elevator at Doniphan, Neb., now is run by Mr. Carlson.

Reader & Son have nearly completed their new elevator at Ayr, Neb.

John Stevenson will run the elevator at Amherst, Neb., for the Omaha Elevator Co.

W. S. Waite has taken charge of the Omaha Elevator Co.'s house at Loup City, Neb.

The Westbrook-Gibbons Co., of Kearney, is improving its elevator at Elm Creek, Neb.

J. C. Linderman is the grain buyer at Smyrna, Neb., for Gilmore & Elliott, of Superior.

Two square miles of speltz, the new grain, is growing on the Bilby ranch at Howell, Neb.

E. J. Veal, of Tartington, Neb., has bot the elevator of the Carroll Grain Co. at Carroll, Neb.

The elevator at Benkleman, Neb., is being torn down and will be removed to Woodruff, Kan.

Jas. A. Butler, of Burwell has taken charge of the elevator at Comstock, Neb., for Barstow & Co.

A farmers' grain association has been formed at Benedict, Neb., by W. D. Baker, Robert Lytle and others.

Wm. Burke, of Friend, Neb., will add four more bins to his elevator, which will make its capacity 25,000 bushels.

Chas. R. Weeks will manage A. Upton's elevator at Fairbury, Neb., the lease to Leet & Dickinson having expired.

R. T. Anthony, of Blue Springs, Neb., will take charge of an elevator at Mundin, Kan., for the Nebraska Elevator Co.

The Morton Grain Co., of Nebraska City, has bot the elevator, machinery and ground of Wm. E. Hill at Palmyra, Neb.

S. Z. Williamson, C. M. Penney and other farmers of Albion, Neb., are trying to organize a farmers' elevator company.

The new elevator of the Farmers Elevator Co. at St. Edwards, Neb., has just been completed by J. A. Campbell & Son.

A 4-h. p. gasoline engine is displacing the tread horse power in the Ferguson

Elevator at Arapahoe, Neb., managed by C. S. Kunkle.

The Westbrook-Gibbon Grain Co. will install improved Hall Grain Distributors in the elevators at Glenwood Park and Riverdale, Neb.

Farmers composing the Nebraska Grain & Live Stock Co. have raised \$2,000 for the rebuilding of the burned elevator at Bloomfield, Neb.

B. F. Beckel, of Fairmont, Neb., has leased an elevator at Hollenburg, Kan., and another at Endicott, Neb., which Floyd Utterback will manage.

A. C. Carroll, manager at Jackson, Neb., for the Atlas Elevator Co., has rented a residence and awaits the arrival of Mrs. Carroll, about Sept. 1.

M. M. Patterson has been appointed traveling agent for Rosenbaum Bros., of Chicago, in northeastern Nebraska, and will make his headquarters at Blair.

The elevator of the Central Granaries Co. at Danbury, Neb., now is in charge of Jas. Nutt as successor of Wm. Helt, who resigned on account of poor health.

An oats bin of 10,000 bushels capacity is being built at Oakland, Neb., by the Farmers Grain & Stock Co. The company has put in an 8-h. p. gasoline engine.

The Clinton Grain Co. has thrown out the engine and boiler at the elevator at Elberon, Neb., and installed a gasoline engine. The scales have been overhauled.

H. E. Foster, Ellis, Neb., Aug. 8: Wheat yielding 10 to 25 bushels, mostly No. 4. Oats 30 to 40 bushels, and of good quality. Corn never looked better, but will need rain soon.

The Nebraska Elevator Co., of Lincoln, Neb., soon will begin extensive repairs and changes in its elevator at Ellis, and will build a new oats house of 20,000 bushels capacity.

The Nebraska Elevator Co., of Lincoln, has bot the elevator of W. N. Spellman at Beatrice, Neb., and the latter has bot the elevator built by G. T. Peavy for the Local Grain Co.

The elevator at Deweese, Neb., was not purchased by Mr. Delaney, as stated in the Journal Aug. 10, but by D. Holland & Co., of Havelock, for whom Mr. Delaney will be local agent.

L. R. Bickley, who is reported as contemplating entering the grain trade at Benedict, Neb., is the agitator in a farmers alliance elevator that has not been built and may never be built.

The Milligan Grain Association, the incorporation of which at Milligan, Neb., was reported in the Journal of Aug. 10, is a farmers' outfit, without capital, without elevator, warehouse, or even a location, and is not entitled to bids.

At its annual meeting at Fremont, Neb., Aug. 11, the Nye & Schneider Co. changed its name to Nye-Schneider-Fowler Co. Ray Nye is president; Wm. Fried, vice-president; R. B. Schneider, treasurer, and Frank Fowler, secretary.

The Westbrook-Gibbons Co. has bot the old Dierks Elevator at Fremont, Neb., which was owned and operated by Peterson Bros. The house has been put in good repair and a gasoline engine has taken the place of the steam engine. F. M. Morrison, of Omaha, has charge.

John Mullen, Jerry Bowen and Daniel Lyons, who have organized a grain shipping company at Wood River, Neb., as reported in the Journal Aug. 10, are attempting to do a scalping business, with facilities limited to a small shovel house off the track, and cannot be recognized as regular dealers.

NEBRASKA LETTER.

Jacquot & Son, of Merna, Neb., are installing a 12-h. p engine in their Merna elevator.

The elevator formerly operated by Mr. Sweeney at Dawson, Neb., has been sold to John H. Lynds.

E. G. Taylor, of Ashton, is building an elevator at Farwell, and has also purchased the elevators formerly operated by Schaupp at Loup City, and Schaupp Siding.

Wilson Bros., operating three elevators in Nebraska, with headquarters at Merna, and Zbinden Bros., operating an elevator at Sweetwater, have recently joined the Nebraska Grain Dealers Association.

The Jacques & Johnson Elevator at Warsaw, Neb., was destroyed by fire on the morning of August 19th. Evidence would indicate that the fire was of incendiary origin. Estimated loss of building was \$4,000. Three box cars standing on side track adjacent to elevator were also consumed by the fire.—E. C.

NEW ENGLAND.

Herman Bruckman, grain dealer at Lawrence, Mass., is building a storehouse.

Geo. Richards & Co. have bot the grain business at Unionville, Conn., of Robert Fellows, who retired on account of old age.

NEW JERSEY.

The Wm. Heald Co., of Atlantic City, N. J., is building a brick warehouse, to be completed Oct. 1.

NEW YORK.

C. H. Coward & Co., South Byron, N. Y., will put in a No. 8 roll and brush Clipper Cleaner.

C. F. Walter, Tipton, N. Y., has enlarged his elevator at Jackson and installed new boiler.

The Henry Harrison Co., of Brockport, N. Y., is putting in another No. 9 special Clipper Bean Cleaner.

Rowe & Kennedy, Canaseraga, N. Y., are putting in another No. 17 Clipper Cleaner and twenty-four Clipper Picking and Sorting Tables.

Clarence T. Birkett, Penn Yan, N. Y., is adding one more roll and brush bean cleaner of the Clipper make to his equipment for handling beans.

Daniel D. Mangan, for many years in the grain business at New York, and a member of the Produce Exchange, died of anemia Aug. 15 at Clifton Springs. On account of ill health he retired in May from the firm of Knapp & Mangan.

The threat of the Elevator Owners Association to bring suit against the railroads on account of alleged discrimination in favor of the Western Elevating Association had the desired effect of gaining them admittance on satisfactory terms. It is likely nothing more will be heard of this suit.

The New York Produce Exchange has added standard oats to the number of grades deliverable on contract and has slightly lowered other grades of oats by substituting the word "fairly" for "reasonable" wherever it occurs in the rules. The rule on the new grade of standard oats is: Shall be seven-eighths white, weighing not less than 28 pounds to the measured bushel, but in other respects slightly inferior to No. 2 white oats.

BUFFALO LETTER.

A trifle of white wheat is still to be had from the state and something more from Ohio, so that the trade manages to get along, but it is anything but plenty.

Grain dealers say that the elevators are going to make all the money on this crop by running over the hot grain and clipping the oats to make them saleable.

The oats are now pouring in by rail from the southwest, 75 cars a day. If the lakes are to handle any of them there will have to be a better showing made of them.

Wheat seems to be the great grain in the lake trade yet and will continue to lead awhile yet, after the others double up once or twice. Out of the 3,000,000 bushels of all grain received by lake last week two-thirds was wheat and the rest corn and oats.

The Buffalo Cereal Co. is running its new mill by Niagara Falls electricity, though the distance is over 26 miles. Full capacity of 1,200 barrels will be put on in good time. At present only corn and oats specialties are turned out. Others will be added later.

Such a howl as continues to come up from the grain dealers over the new crop of winter wheat and oats! The grades of both are away down in four as a rule, so that there is nothing satisfactory yet but quantity. And the report is that there is no improvement and not much prospect of it for the present.

Canal men say that the great political parties are both committed to canal improvement, though just how much that means will have to be told later. The war goes on any way, till the state wakes up to the situation. The boatmen are doing fairly well in grain carrying, considering the small size of the fleet. Fair profits will be made this season.

Grain dealers are squirming not a little on account of the disposition of western shippers to send on consignments and then expect them to advance on them before it is known whether they will grade as shipped or will turn out red hot, as so much of the new crop does. The profit is so small anyway that it is anything but safe to carry on this style of business.

The Merchants Exchange has united in an address to a local paper for its hearty taking up of the cause of the canal, and it takes a further step by publishing the address as the chief article of the day. As the proprietor is a candidate for lieutenant governor the step is a very significant one all round, especially as it is politics and nothing else that has kept the state from maintaining the canal as it should.

The report that the Northwest is very short of old spring wheat and is already demoralizing the flour market by using new wheat disturbs Buffalo millers very little, except as to the sale of their flour in the eastern market. It always happens that there is something of a hold-up in flour sales when the mills turn over from old wheat to new, but it has come earlier this year than usual and promises to last longer.

The Buffalo barley trade is still at work on the problem of Canadian reciprocity and this month headed an effort to bring the Hon. John Charlton over from Ottawa to speak on the subject. Owing to some misunderstanding that has not been explained here he failed to come, though the grain men assembled on the 18th to hear him. He has once spoken here on the subject and gave some

good reasons for an exchange of courtesies, but he made the mistake of speaking for Canada and failed to show the people on this side why they should reciprocate. Still the idea is becoming more popular everywhere and will not be given up.

The Great Northern Elevator went back into the pool after all, in spite of the claim that it was better off out, with the half cent extra cost on grain shipped. The special trouble with this elevator was that two new steel houses had to be provided for and it no longer had its monopoly of cheap insurance in a general elevator, the Electric being a shippers' elevator. It goes without saying that the Great Northern returned on accepting a considerably smaller percentage than it stood out for. The pool is solid now and it is to be hoped that the old war will not have to be refoight till next spring. Some of the late seceding houses say that if they had not gone out and made some cut-throat threats the pool would have hung fire till snow flew.—J. C.

NORTH AND SOUTH DAKOTA

A fifth grain elevator is to be erected at Bowbells, N. D.

R. J. Laird is rebuilding the burned elevator at Perth, N. D.

M. B. Elliott, of Clark, S. D., will manage an elevator at McCanna, N. D.

The Pacific Warehouse at Waverly, S. D., is to be converted into an elevator.

The Farmers Elevator Co., Millbank, S. D., is adding a flax house to its elevator.

Mr. Swanson, of Michigan City, N. D., is erecting a 30,000-bushel elevator at Niagara.

G. B. Gayken, of Lenox, S. D., is receiving bids for the construction of an elevator.

Jacob Palmquist is buying wheat for the National Elevator Company at Pierpont, S. D.

H. O. Frank, Webster, S. D., is building an addition to his elevator, doubling its capacity.

An elevator is being built at Richland, S. D. It will be used in connection with a flour mill.

George H. Shanard, Bridgewater, S. D., is building a flat house in connection with his elevator.

A new gasoline engine has been installed in the elevator of Charles Miller, Miller, S. D.

Thomas Fleming has taken possession of his recently purchased elevator at Yankton, S. D.

An elevator will be erected by the Glen Ullen Lumber & Implement Company, Glen Ullen, N. D.

The Farmers' Grain & Coal Co., Salem, S. D., has put in a new foundation for the gasoline engine.

North & Steel, of Montrose, S. D., have bot the elevator at that place of the American Grain Co.

A warehouse at Waverly, S. D., which has stood idle for many years, is being converted into an elevator.

Andrew Frolech has taken charge of the elevator at Bancroft, N. D., for the Northwestern Elevator Co.

J. T. Enright, Peter Holst and other farmers of Sisseton, S. D., contemplate buying or building an elevator.

Honstain, Bird & Co. are building a 25,000-bushel elevator at Cleveland, N. D., for the Russell-Miller Milling Co.

Jos. Lee, an old resident of that place, has taken charge of the Duluth Elevator Co.'s house at Auburn, N. D.

Honstain, Bird & Co. are building a 15,000-bushel elevator at Rogers, N. D., for C. F. Mudgett and J. C. Helm.

E. Friel has succeeded N. E. Turner as agent in charge of Whallon, Case & Co.'s elevator at Westport, S. D.

R. S. Dawley, of Volga, S. D., will remove to Lester, Ia., to buy grain for the Minnesota & Western Grain Co.

A. M. Houck is building an elevator at Summit, S. D. It will be a modern, up-to-date house and the sixth in Summit.

J. S. Robertson will remove from Easby to Edinburg, N. D., to take charge of the St. Anthony & Dakota Elevator.

Rumor has it that W. A. Pirkerton and C. J. Mariner will convert the mill at Northville, S. D., into an elevator and buy grain.

D. L. Raymond has let the contract to Honstain, Bird & Co. for the erection of 25,000-bushel elevators at Emdon and Barlow, N. D.

J. A. Lindgren, White Rock, S. D., Aug. 21: Threshing is going on nicely and wheat yields from 15 to 25 bushels; flaxseed, 12 bushels.

Stoddard & Ketchum, of Madison, S. D., are raising their elevator and increasing its capacity. They have bot another elevator at Bradley, S. D.

Ed Erickson has succeeded A. E. Bunday as agent for the Atlas Elevator Co. at Volga, S. D. Mr. Bunday has held this position for more than 14 years.

Potter & Garrick, of Webster, S. D., have nearly completed their elevator at that place and will handle coal and wood in connection with the grain business.

The Atlas Elevator Co. has enlarged and improved its elevator at Wessington S. D. New dump scales have been put in, and a neat, new office has been built.

Harry Joy has resigned his position as lumber salesman at Mission Hall to enter the employ of the McCaull-Webster Elevator Co. as grain buyer at Gayville, S. D.

Andrew Nord, of Lake Preston, Minn., has purchased a residence at Brookings, S. D., where he will buy grain for the Atlas Elevator Co., as the successor of D. W. Bunday.

The Spencer Grain Co., of Minneapolis, Minn., will erect an elevator at Greenway, and others at Zealand, Hague and Stafford, S. D., as soon as the lumber can be put on the ground.

Durisch & Fissel have bot the elevator at Emery, S. D., of Truax & Betts for \$5,000. J. Arend, who has been local manager, will remove to Alexandria, Minn., to buy grain for Geo. Shanard.

The By-Products Paper Co. has absorbed the North Dakota Flax Co. and French-Hickman Flax Fiber Co., and will make paper pulp and upholsterers' tow at Fargo and three other points in North Dakota.

Fire at Lesterville, S. D., destroyed the plant of the McCaull-Webster Elevator Co., together with 1,700 bushels of wheat. It will be rebuilt. The house was built two years ago on the site of one that had been burned.

Albert Wedgwood, Madison, S. D., Aug. 5: Barley about all stacked without rain, and in No. 1 condition. Some wheat very light and shrunken; other fields very good. Corn looking fine, just tasseling, and badly in need of rain, as also are flax and millet. Late flax will be very light crop at best.

Alex. Lindsay, Ardoch, N. D., Aug. 18: Wheat will average about 20 bushels per acre, except where struck by hail. Flax will yield about 15 bushels, and 15 per

cent more was seeded than last year. Barley will average 35 to 40 bushels, and the acreage also is larger than last year. Oats will yield 60 bushels per acre, and will be a fine sample. If dry weather continues all grain will be a good sample and bright berry.

NORTHWEST.

The Benepe-Owenhouse Co., of Bozeman, Mont., is placing new sills under its elevator at that place.

A 20,000-bushel grain elevator is being built in connection with the plant of the Bozeman Brewing Co., Bozeman, Mont.

The elevator and mill of the Bozeman Milling Co., at Bozeman, Mont., has been undergoing general repairs. New machinery has been placed in the mill.

A fireproof elevator and mill of 500 barrels' capacity will be erected at Bozeman, Mont., by Nelson Story & Co., on the site of the mill which was burned a year ago.

The Benepe-Owenhouse Co., of Bozeman, is building another elevator at Belgrade, Mont., a point on the Northern Pacific 10 miles west of Bozeman. Frank Kaucher is erecting the building, which will have a capacity of 75,000 bushels, and have an equipment of modern cleaning machinery. Power will be supplied by a Fairbanks-Morse gasoline engine.

OHIO.

Frank W. Heyman, a well-known grain dealer at Monroeville, O., died Aug. 11 from appendicitis.

Toledo's elevator capacity has been increased 500,000 bushels by the completion of C. H. & D. Elevator B.

A. H. Richner is building an elevator at Covington, O., for J. B. Kindell. It will be a thoroughly modern house.

The Northwestern Ohio and Indiana Grain Dealers Association will hold its next meeting at the Hotel Ashley, Celina, O., Aug. 28. Try to attend.

True Martin and H. Westfall of Woodstock Fountain Park and Brush Lake, O., are still doing a scoop shovel business and seriously interfere with the regular buyers in that territory.

The Hall & Woods Co., Lima, O.: Wheat and oats are moving freely, but mostly in a damp condition, making the lot of the grain dealer rather unpleasant. Prospect for corn great.

The handling of grain arriving at Toledo, O., and consigned to public or transfer elevators was the subject of a warm discussion at a recent meeting of the Toledo Car Service Association.

H. Bennader and V. H. Homan have purchased the elevator and grain business of A. L. Clapp & Co. at Lodi, O., taking possession Aug. 15. Mr. Bennader has been with Mr. Clapp for the last five years.

Chris Lohse, of Eldorado, O., who was expelled from the Ohio association last October for unmercantile conduct, is still attempting to do business at Eldorado, paying prices far in excess of shipping value and consigning to eastern commission houses.

H. Pottee & Son, hay and straw dealers, are attempting to do a scoop shovel business at West Mansfield, O., on the T. & O. C. Ry. The only regular shippers at that station are Stewart & Sessna, who are well equipped and known to the trade.

John Rodhe, Layland, O., Aug. 20: Wheat very good; some threshed 30 bushels. Oats good crop; but wet weather delayed harvest; more or less dark colored.

Corn promises a good crop if frost does not come too soon; wet weather has caused it to be very late.

The only regular dealers at Delaware, O., are P. W. Gage, proprietor of the Hocking Valley Elevator Co., and Snyder & Starr, proprietors of the mills and elevator. Several farmers who dicker a little in hay are attempting to do a scoop shovel business in wheat and oats at Delaware.

W. L. Day's grain elevator and warehouse at Bettsville, O., together with its contents, 9,000 bushels of wheat and 4,000 bushels of corn, were totally consumed by fire August 5. The fire started from an overheated journal. The elevator had a capacity of 20,000 bushels. Loss, \$10,000, with about \$3,000 insurance.

Isaac Shearer, a farmer living near Monnette, O., is attempting to do a scoop shovel business on the C. H. & D. Ry at that place. Vercoc, Monnette & Co. are the only regular shippers there and the only ones having any facilities, having recently completed a first class elevator. They are members of the state, local and national associations.

The Union Grain & Hay Co., of Cincinnati, O., has negotiated for a piece of land on which an elevator of 200,000 bushels' capacity will be erected. The equipment will include machinery for cleaning, clipping, drying and improving grain. With a view to making this a modern plant in all respects, a representative of the company will visit Chicago and other markets to examine the "up-to-date" elevators.

D. E. Maxwell has begun business in his new elevator at Kirby, O. This is a fine 15,000-bushel plant with cribs annexed. Power is supplied by a 15-h.p. Gasoline Engine. The cupola contains a No. 4 Western Shaker Cleaner. The bins are built up of 2x4 and 2x6 pin oak cribbing, resting upon a substantial stone foundation. George McDowney and force of 4 to 6 men, including Millwright Wm. Hoke, completed the building in nine weeks. Standing 60 feet high from the ground and sided with brick pattern iron siding, the building presents a handsome appearance, and is one of the finest looking elevators on the P., Ft. W. & C. R. R.

The Farmers' Co-operative Co., of Carroll, O., has bought the Kistler elevator at that place. They will build a mill and run it in connection with the grain business. The company expects to do all the business in the county and are guaranteeing their stockholders 12 per cent on the investment, besides offering them five cents a bushel more for their grain than other dealers and to sell them flour forty cents a barrel less and mill feed from two to four dollars a ton less than other mills. It would seem that this company is anxious to demoralize the business of the regular dealer. One thing sure, it will not be long before they will follow in the footsteps of others who make big promises and go to the wall.

PACIFIC COAST.

John F. Green has let the contract for a grain warehouse at Harrington, Wash.

The Tacoma Grain Co., Tacoma, Wash., is building a grain warehouse at a cost of \$10,000.

Kerr, Gifford & Co. have opened a branch office at Nezperce, Idaho. Bert Winslow is in charge.

The Interior Warehouse Co., of Spokane, Wash., will build a grain warehouse at Connell, Wash.

Samuel Huddleston, Creston, Wash.,

Aug. 18: Harvesting is well under headway, with a good crop at good prices.

The Seattle Grain Co., Seattle, Wash., has built a warehouse at Reardan. W. W. Gwinn of Oakesdale is the manager.

The Everett Flouring Mill Co., Everett, Wash., contemplates the erection of additional storage room for both wheat and flour.

The Puget Sound Warehouse Co., of Tacoma, Wash., will build a new warehouse at Connell and Bushbey's Siding, Wash.

F. L. Watson, of Creston, Wash., is building a wheat warehouse, 60x200x14 feet, in connection with a new mill of 350 barrels' daily capacity.

L. E. Woods, grain dealer, and T. H. Brewer, banker, both of Genesee, Idaho, will open a bank at Nezperce, Idaho, with a capital stock of \$25,000.

The Washington Grain & Milling Co., of Reardan, has control of the old F. L. Watson elevator at Creston, Wash., with Sam Huddleston as agent.

R. W. Montgomery, Kent, Oregon, writes: Crops in Sherman Co. are much better than usual, altho they are not as good as expected on account of the late frosts. This is a fine farming country and a new one; not more than two-thirds of the land is broken. I believe that five years will make it one of the best wheat districts in Oregon.

PENNSYLVANIA.

George C. Morgan & Son will build an elevator at Norristown, Pa. It will be built of brick and iron and have a capacity of 20,000 bushels.

The Paxton Flour & Feed Co., of Bridgeport, Pa., has ordered a 10-duct Hall distributor with which to equip the elevator operated in connection with the mill.

Geidel & Co., Pittsburg, Pa., write: We just got over a famine in oats caused by railroad company's failure to deliver promptly grain in their possession and which was held at the outer yards. Receipts, however, are very liberal. New oats are selling at 40 to 45 cents per bushel, according to grade.

W. S. Hastings & Son, Atglen, Pa., write, Aug. 18: Threshing reports in this section give indications of an 85 per cent wheat crop. Straw not so heavy on the ground, but wheat exceptionally well headed, and the good weather during harvest combined to make a good crop out of what had promised badly. The oat crop in this section is the best for years. The corn crop will be up to the average. The hay crop is light and not over from 50 to 60 per cent of the average for eastern Pennsylvania.

SOUTHEAST.

The Choctaw Elevator Co., of Fulton Co., Ga., has been incorporated.

The McCue & Wright Co. will build a grain elevator at Bluefield, W. Va., at a cost of \$5,000.

J. B. Rumsey, proprietor of the Sebrece Roller Mills at Sebrece, Ky., is building a 20,000-bushel elevator.

S. S. Kerr has leased T. G. Ryman's warehouse and elevator at Nashville, Tenn., and will do a grain business.

A floating elevator at Baltimore, Md., owned by Thomas T. Boswell, was sunk recently near Canton Elevator No. 3.

Atlanta, Ga., will revive its grain and produce exchange in the rooms of the

chamber of commerce in the city hall building.

The feed mill of the Boston & Gray Milling Co., Hickman, Tenn., was destroyed by fire August 5th, together with a large quantity of grain. Loss, \$2,000.

The yield of wheat on the thirty farms of Capt. Andrew Woodall in Kent and Cecil counties, Md., is slightly less than a year ago, being 95,000 bushels, compared with 100,000. The corn crop is estimated to promise 125,000 bushels.

The Henderson Elevator Co., Henderson, Ky., will rebuild its elevator, which was destroyed by fire July 14. The contract has been let to the Reliance Mfg. Co., Indianapolis, Ind. The new house will be 40x60 feet and 110 feet high and be equipped with the latest improved machinery.

Wm. M. Conn has been appointed chief of the new department of inspection and weighing instituted by the Baltimore Chamber of Commerce, to supervise the work of the six deputy weighers. One of the regulations is that no one weighman shall be employed at the same elevator more than one month at a time.

I. B. Nall, commissioner of agriculture of Kentucky, in his crop report issued Aug. 6, says: Frequently and often heavy showers since Aug. 1, distributed pretty well over the state, and yet many neighborhoods, badly in need, were slighted. The drouth in the western counties continues and condition of corn and tobacco cannot be very greatly improved, as the damage is already done. To some extent this will apply to the counties around Bowling Green and the upper Cumberland district also. Taking the state as a whole, from this cause, condition of the corn crop lost three points, notwithstanding the splendid rains and improvement in the third crop division. Compared with 1901, the acreage of corn is 106 per cent; of hemp, 98; tobacco, 81; and the condition Aug. 1 was 91 for corn, 93 for oats and 94 for hemp. Wheat is 57, and rye and barley each 77 per cent of an average crop. The yield of oats is well up to the average.

SOUTHWEST.

August Claire is a scoop shovel man at Geary, Okla.

J. W. Worther has discontinued business at Ryan, I. T.

A. M. De Bolt is a scoop shovel man at Oklahoma City, O. T.

Krantel Bros. & Fahley have sold out their business at Geary, Okla.

Fred Langley will build a 15,000-bushel elevator at Afton, I. T., this fall.

Crowell & Clark's new elevator at Capron, Okla., is nearly completed.

Hall & Sego are conducting a scoop shovel business at Orlando, O. T.

Miller Bros. are conducting a scoop shovel business at Gibbon, Okla.

Brinson-Judd Grain Co. has discontinued business at Oklahoma City, O. T.

Church & Harrah are no longer in the grain business at Oklahoma City, O. T.

Catoosa, I. T., has no elevators. Shipments from that point are made by Denbo & Gravett.

Mercer & Peyton and the Geary Grain and Coal Co. are no longer in business at Geary, Okla.

M. F. Silvers & Co. and Oklahoma Grain Co. are no longer in business at Ponca City, Okla.

Powers & Deseleus are not grain dealers at Orlando, O. T., but run a cotton gin and general store.

R. H. Gumier of Hennessy, O. T., informs us that J. W. Smith will build a new elevator at Marshall, O. T.

Y. J. Harrington of Sherman, Tex., loaded several cars of oats at Calumet, Okla., with a scoop shovel this season.

Fred Langley has purchased the interests of the Brinson-Judd Grain Co. at Afton, I. T., and is building an elevator.

J. S. Morrow, Oklahoma Cotton and Grain Co., and the Oklahoma Grain and Live Stock Company are no longer doing business at Oklahoma City, Okla.

O. B. Ganisav, Ryan, I. T., writes: Not over 20,000 bushels of oats marketed here so far. No wheat; corn no good. Nothing doing in the grain business now.

The Norman Milling and Grain Co., Norman, O. T., has purchased the Wingate Milling Company's plant at that place and is remodeling it into an elevator.

Brinson & Patterson, Vinita, I. T., writes: Wheat, one-fourth crop. Oats, full crop, and corn will make a full average crop in this part of Indian Territory.

W. B. Johnston of Enid, O. T., writes that the Enid Mill & Elevator Co. is building a large storage elevator for its mill on the C., R. I. & P. Ry. tracks at Enid.

G. C. Miller has no elevator at Ponca City, Okla., and has been running a scoop shovel business there this season. There are only four regular elevators at that station.

Lucas E. Moore, of the New Orleans Maritime & Merchants' Exchange, has sailed for Europe in the interest of the expert grain inspection established by the Exchange.

E. J. Spratling, De Witt, Ark., Aug. 20: Corn fine; some hard enough to go to mill. Cotton good and opening. Oats good, both winter and spring; but damaged by wet weather.

R. W. Cleveland, Tulsa, I. T., writes: Crops fair; wheat running about 15 bushels per acre; oats 40 bushels. Corn getting hard and being fed; will average 35 bushels per acre and good quality.

W. J. Strange, secretary Chelsea Elevator Storage Co., Chelsea, I. T., Aug. 14: Our corn crop is very promising thru this section; good average. Wheat crop of third or fourth grade. Oats yielding fifty bushels per acre.

J. H. Boone, Yukon, O. T., writes: The oat crop in this locality is good, running from 50 to 100 bushels per acre. Corn looking fine. Wheat not much, as 75 per cent of the crop was plowed up.

The July grain exports from New Orleans, La., were 1,022,990 bushels of wheat and 42,857 bushels of corn, as reported by Harvey W. Smith, secretary of the grain inspection department of the Maritime and Merchants' Exchange.

B. L. Baldwin Grain Co., Sapulpa, I. T., informs us that the wheat in that section is in good condition, with the exception that it contains a good deal of cheat. Tests 57 pounds. Oats, fine quality. Corn is beginning to move and quality is fine.

Fred Muller, secretary of the New Orleans Maritime and Merchants' Exchange, reports the exports of grain during the crop year prior to Aug. 1, from the port of New Orleans, consisted of 17,538,000 bushels of wheat, 1,056,000 bushels of corn and 320,000 bushels of oats.

A. D. White's elevator at Tonkawa, Okla., was burned Aug. 8. The belt ran off the pulley on the engine shaft and knocked over a gasoline tank. The vapor from the oil filled the air of the room and

led to an explosion that threw fire in all directions. Loss, heavy; insurance, \$4,500.

E. A. Whittington, Durant, I. T., Aug. 2: We have shipped out all the oats to spare, and we have plenty of corn for feed. Will not need to ship corn or oats in or out to amount to anything. My attention for the next six months will be devoted to cotton.

The only regular dealers at Perry, Okla., are Perry Mill Co., E. J. Miller, E. J. Coyle and George A. Masters. J. L. Donahoe is conducting a scoop shovel business at Perry and making trouble for the regular dealers and is not entitled to recognition.

A. J. Thompson, Okarche, O. T., writes: Wheat is being marketed right along, notwithstanding prices are low. Quality not up to last year's crop. The four elevators here are having about all they can handle. Farmers are preparing for as large an acreage as ever.

The secretary of the Liverpool Corn Trade Association has notified members that if they desire to trade on the basis of the new inspection established by the New Orleans Maritime and Merchants' Exchange it will be necessary to insert a clause to that effect in their contracts.

J. F. Kyle, Calumet, Okla., writes: The elevators at Calumet have already handled over 100,000 bushels of this year's wheat crop; we look for very light receipts as soon as the threshing is over. This year's crop is much below the average, both in yield and quality.

TEXAS.

A Moseley & Bro., Quanah, Tex., have recently built a 24x100 foot iron warehouse for their grain business.

The Sleeper Grain Co.'s large warehouse at Waxahachie, Tex., was burned on the night of Aug. 16, with 50 tons of hay. Loss, \$1,000; some insurance.

J. D. Wright, night engineer at the Collin Mill and Elevator Co. plant, McKinney, Tex., was seriously injured recently by a fall at the elevator.

The Texas Rice Development Co., of Houston, Tex., has been incorporated with a capital stock of \$250,000. Incorporators, S. J. Johnson, D. C. Ritchie, A. C. Wilkinson and G. W. Haber.

The Quanah Mill and Elevator Co., Quanah, Tex., whose plant was burned a few months ago, will start the other mill which it purchased from Calloway Bros. as soon as it can be overhauled.

Rice culture in Texas has been thoroughly investigated by Professor Thos. U. Taylor, of the United States Geological Survey, who gives much valuable information in a late report to the department.

Floyd Thomas is president of the Arkansas & Texas Grain Co., which has been organized at Texarkana, Tex., with a \$5,000 capital stock. The company has bot the elevator, warehouse and mill of M. C. Wade, who has retired.

Belew & Pondrom, Pilot Point, Tex., Aug. 9: Our weather hot and dry. Grain business about over in Texas. Cotton coming now. We will be large buyers of corn again, as farmers now want to buy future delivery; they think the price will advance.

A. Moseley & Bro., Quanah, Tex., Aug. 8: Oats in this section will average 25 bushels per acre. Wheat about 15. Corn is injured some by hot winds. Cotton outlook is good. This season's oats are the best in quality the country has produced in several years.

WISCONSIN.

The Murphy Co. is building a new elevator at Welcome, Wis.

Wm. Owin has bot an interest in the Lakeside Elevator at Eau Claire, Wis.

Memberships in the Milwaukee Chamber of Commerce are offered at \$500, it is said.

Hollis Stedman & Sons of Berlin, Wis., will build an elevator at Wild Rose, Wis.

H. F. Sackett has leased the Michels elevator at Campbellsport, Wis., and will operate it.

Two memberships in the Milwaukee Chamber of Commerce were sold Aug. 15 for \$500 and \$515.

J. W. Raisler & Sons, Welcome, Wis., are moving their elevator to a new site, which they recently purchased.

The Chilton Malting Co. is installing an 80-ton track scale and 20-ton wagon scale at its elevator at Chilton, Wis.

A tile and steel elevator, to be known as the Atlas, is being erected at Milwaukee, Wis., in connection with the Atlas Mill.

C. C. Eagle, Union Center, Wis., writes Aug. 16: I have sold my warehouse to V. H. Morrill & Co., so am out of the grain business.

Charles Kuehn's new elevator at Horicon, Wis., is now complete and in running order. A 2 1-2 h. p. gasoline engine furnishes the power.

H. Bruins, Chilton, Wis., Aug. 14: Crops in this vicinity are good, except that the barley and oats were somewhat damaged by rain and wind.

The Milwaukee Elevator Co., Milwaukee, Wis., has bot the elevator of Ernst & Thompson at Hartford, Wis. Mr. O'Brien will be the manager.

Alphonse Pierre of Oconto, Wis., is having his warehouse at Abrams rebuilt and will put in a stand of elevators to be run by gasoline engine. Mr. Pierre is putting in a larger engine in the elevator at Lena.

C. A. Bosshard, who has had charge of The Lyttle Stoppenbach Co.'s grain interests at Chilton, Wis., for the past year, has moved to Jefferson, Wis., where he will have charge of the company's malting plant.

Elevators A and C of the C., M. & St. P. Ry. at Milwaukee, Wis., were made regular by the Chamber of Commerce Aug. 16. There was some opposition, which was supposed to be backed by Chicago interests.

W. J. Langson, secretary, has issued the forty-fourth annual report of the Milwaukee Chamber of Commerce. The receipts of grain were 39,000,000 bushels in 1901, 42,550,000 bushels in 1900, 48,611,000 bushels in 1899, and 51,654,000 bushels in 1898.

W. T. Teegarten and other Chicago members of the Milwaukee Chamber of Commerce believe that memberships in the Chamber will decline in value; and Mr. Teegarten bot a put of S. G. Courteen on 10 certificates at \$500 each, good for sixty days.

The representatives of the Northern Grain Co., Manitowac, Wis.; Cargill & Co., La Crosse; Milwaukee Elevator Co., Milwaukee, and Nye & Jenks Co., Chicago, held a conference Aug. 18, at Milwaukee, to discuss the handling of the new crop in the territory in which they operate.

Laun Bros., Elkhart Lake, Wis., Aug. 14: Harvesting about finished under great difficulties. Plenty of bushels, heavy and light in weight. Damp and

sprouted rye and wheat. Barley colored to quite an extent. Threshing progressing under unfavorable weather. A large acreage of rye and winter wheat will be put in this fall.

Fred Grotenrath, Milwaukee, Wis., made the plans for the 15,000-bushel elevator for John Lauters, Fredonia Station, Wis., and is now equipping the house. This elevator will be provided with a dump scale and all modern improvements. An annex, 26x36 feet, will contain a feed mill with a three-pair-high roller mill. A 30-h. p. gasoline engine will be the motive power.

In the defaults in the delivery of wheat for the July option the arbitration committee of the Milwaukee Chamber of Commerce has set a price for settlement at 78 cents, which is 3 cents above the close and 4 cents below the figure demanded by the long. Neither side is satisfied, one feeling that if the matter had been taken to the courts it would have been all one way. While as much as \$12,000 is involved, none of the Milwaukee traders has felt it incumbent upon him to rush into court for injunctions with cries of corner.

E. P. Bacon & Co. have received 321 reports from the barley regions of Wisconsin, Michigan and Iowa and have summarized the Wisconsin reports as follows: The quality is generally good, the berry being reported plump, reasonably sound and good malting quality. The color is generally dark, rains during the harvest having been general, resulting in damage in this respect, but not sufficient to cause material unsoundness. Acreage estimates, as compared with last year, indicate an average increase of about 8 per cent. Yield per acre estimates range from twenty to fifty bushels, and average about thirty-seven bushels, or nine bushels per acre more than the last crop and twelve bushels more than the crop of 1900.

Maurice Garrison of Atlantic, Ia., writes: The first issue of the Grain Dealers Journal located me in a good position; and I have had several offers of good positions since from this advertisement.

Why Kick?



Broadbill—"I can't see why people call it such a bad spell o' weather for corn. Was corn ever more easily got than now?"—Chicago Daily News.

SEEDS.

Kansas is becoming more prominent as a producer of blue grass seed.

The new grade of clover seed at Toledo is not effective until Jan. 1, 1903.

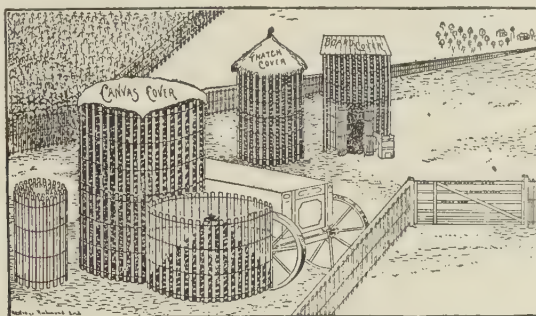
Clover referred to in the last Government report is the hay and not the seed. Seed will be reported upon in September.

A. T. Ferrell & Co., of Saginaw, Mich., have recently shipped a Clipper Bean Picking and Sorting Table to Charles Sharpe & Co., of Sleaford, Eng.

C. A. King & Co.'s comments on the new grade of prime clover-seed at Toledo were incorrectly reported in this column Aug. 10. The firm really said that the change was not radical.

Growers of orchard grass seed in the three leading counties of Clark county, Indiana, and Jefferson and Oldham counties, Kentucky, have combined, it is said, and sold their entire crop at \$1.42 per bushel, compared with 92 cents for last year's crop.

Iowa raises a little clover seed. Not enough to warrant regular reports regarding it. Statistician Sage says the farmers there treat it as a by-product, to be utilized when conditions are favorable.



Telescope Corn Cribs.

Census says they had only 15,000 bushels in 1899. They had 64,000 in 1894.—C. A. King & Co.

The census report of the 1899 clover seed crop has recently been issued. It makes Indiana 472,000 bushels, Ohio 336,000; Illinois, 97,000; Michigan, 68,000; Missouri, 58,000; Wisconsin, 91,000; Iowa, 15,000; Kentucky, 8,000, and Tennessee, 7,000 bushels. Ohio generally raises the most. Ohio and Indiana raise more than all the other states combined. Ohio raised 462,000 bushels in 1901, but had 1,032,000 in 1897.

I. B. Nall, commissioner of agriculture for Kentucky, writes, Aug. 6: The grass seed crop of Kentucky has been a short one, especially blue grass. The condition of meadows Aug. 1 was 75 per cent, of pastures 79 per cent and clover seed 81 per cent. In the northeastern part of the state the condition of blue grass of 65 per cent, and in the five divisions of the state the condition of orchard grass ranges from 71 in the northern division to 100 per cent in the eastern and western divisions.

Toledo is the only market where you can trade freely in clover seed futures. The largest trade ever made here was one of 7,000 bags. October means new prime of the same standard as last year. The price is merely a guess on how the new crop will turn out. There is some shortage. It is less than recent seasons, but the unsettled weather has made some

nervous this week and stimulated fresh bull buying. Germany, France and England have had some unfavorable weather. Some say the straw is too rank and the seed yield will be light. Others fear the quality will be damaged, same as wheat and oats have been. Make your guesses, gentlemen.—C. A. King & Co.

Fred S. Warner, Michigan secretary of state, writes C. A. King & Co.: I have no definite information in regard to the clover crop for the report this month; the condition of pasture and of young clover, together with the climatic conditions, will give one an idea with regard to the condition of the clover crop. The season has been so wet that I am of the opinion that the second crop of clover has made excellent growth. If the conditions are favorable for blossoming and ripening, I have no doubt there will be a large amount of clover harvested this year.

Telescope Corn Crib.

It is generally quite a serious as well as perplexing problem to handle the surplus corn after the cribs have been filled. The average grain dealer has enough crib room for ordinary storage purposes, but few have enough to store so large a crop as is now promised for 1902. It

would be expensive to build a temporary board crib for this surplus. However, it is not necessary to do so, as the portable corn crib has proved practicable and can be obtained on short notice at small cost. These cribs will hold corn securely and still permit air to circulate freely all through the corn, thus allowing it to cure and dry out.

These portable cribs, cut of which is shown herewith, are made of oak staves of great strength, bound by five cables of No. 10 galvanized wire. They are made in two sections, one to be set up and filled, the other set inside it on top the corn. Each section is four feet high. Small patented links are furnished to hook the ends of each section together. An opening is made in the lower section for removing the corn.

These cribs are made in capacities ranging from 125 to 1,200 bushels, and can be set up in a few minutes. When not in use they can be rolled up and stored. They are made by the Elliott & Reid Co., Richmond, Ind.

Australasia has suffered so severely from drought that the cereal crops now in the ground are likely to be very deficient.—Government crop report.

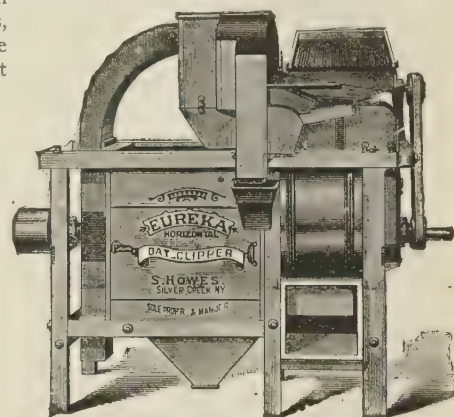
The percentages of condition reported Aug. 10 by John Hyde, statistician of the Department of Agriculture, were: Corn, 86.5; spring wheat, 89.7; oats, 89.4; barley, 90.2; spring rye, 90.5; buckwheat, 91.4.

The Eureka Oat Clipper.

The clipper is more necessary to the elevator man this year than for many seasons past. It is being used not only to clip oats and barley, but all grain which was permitted to remain in the wet shock long enough to insure the growth of a beard.

Oats which have been properly clipped have always commanded a premium, but a surprisingly small per cent of clipper operators outside central markets have secured satisfactory financial returns from their work. A faithful study of the wishes of possible customers, of the construction and operation of the machine would soon change all this, but reckless and thoughtless work with a clipper will never prove profitable.

The Eureka Improved Oat Clipper, cut of which is given, has been improved to meet the requirements of the trade, namely, thoroughness in cleaning as well as clipping capacity, and the reduction of shrinkage to a minimum. By the ar-



Eureka Oat Clipper.

range of a valve in the screenings tip the light oats taken out by aspiration may be separated from the dust and passed through with the other grain and clipped and cleaned as thoroughly as the heavier grain, thus reducing the amount of shrinkage.

This machine makes four distinct separations. The grain first goes over a shaking shoe and receives a sieve separation as it is delivered to the machine. A strong current of air removes the coarser impurities before the grain enters the clipping cylinder. After the grain comes from the cylinder it is subjected to a strong aspiration, which carries off material removed by clipping. It then goes into another air chamber, where a final aspiration removes all traces of loosened impurities, leaving the grain thoroughly clipped and cleaned.

An automatic feed adjustment keeps a steady and unvarying volume of grain passing thru the machine. The degree of clipping is readily adjustable by the arrangement of the beaters on the cylinder. The machine is dustless in operation, as all impurities as removed are collected and blown out through the dust spout.

The machine is strongly built so as to withstand the wear and strain.

Various sizes are manufactured by the S. Howes Co., Silver Creek, N. Y., to meet the demands of users, ranging in capacity from fifty to two thousand bushels per hour.

Spencer McCay, Topeka, Kan., has been granted letters patent, No. 706,193, on a bale tie.

Spencer McCay, Topeka, Kan., has been granted letters patent, No. 706,193, on a bale tie.

Adolph Vogt and Max von Recklinghausen, Westminster, England, have been granted letters patent, No. 706,366, on an internal combustion motor.

Gustaf Erikson, Sodertelje, Sweden, has been granted letters patent, No. 706,733, on a four-cycle explosive vapor engine.

the belt of uniform thickness throughout.

Ulysses S. James, Anaconda, Mont., assignor of two-thirds to Chas. M. Smith and Maurice S. Dean, Anaconda, Mont., has been granted letters patent, No. 706,565 (see cut), on an automatic weighing machine. The material is weighed in a rotary bucket which is moved intermittently by a continuously rotating shaft and gearing.

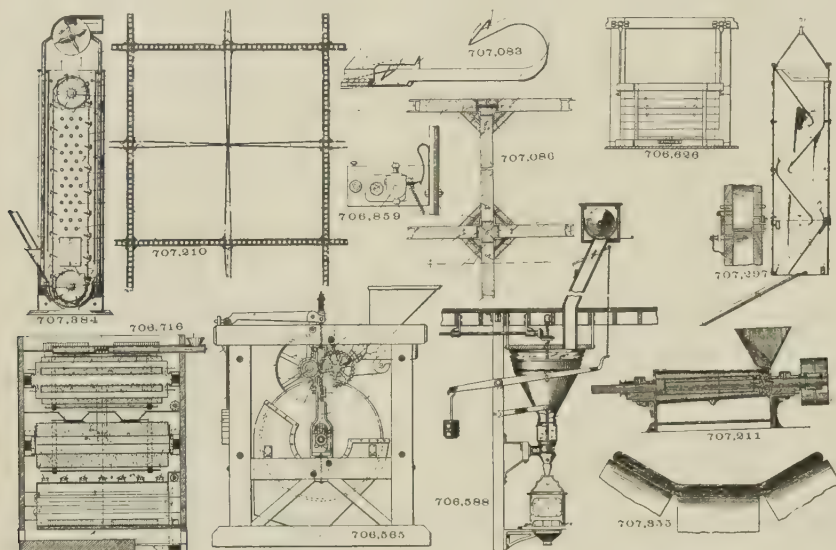
Bernard Berg, San Francisco, Cal., has been granted letters patent, No. 706,716 (see cut), on a pneumatic malting kiln. The apparatus consists of a furnace, sev-

the counterbalanced conical hopper above. When filled the conical hopper sinks, depressing the lever and closing the valve in the chute.

John B. Cornwall, Moline, Ill., assignor to the Barnard & Leas Mfg. Co., Moline, Ill., has been granted letters patent, No. 707,211 (see cut), on a rice hulling machine. A revoluble hulling cylinder having tapered longitudinal hulling ribs is adapted in conjunction with a longitudinal hulling knife to effect a shear cut in either direction of revolution of the cylinder. At the smaller end of the cylinder is a force feed screw and below the cylinder are transverse baffle ribs.

Fred W. Cooley, Minneapolis, Minn., assignor of two-thirds to George T. Honstain, Minneapolis, Minn., has been granted letters patent No. 707,210 (see cut) on a fireproof building. The patent covers the anchoring devices interposed between the tile blocks of a grain storage bin. The rectangular walls are reinforced by intermediate columns which are tied to the opposite columns by rods. Between the layers of tile blocks are overlapped metal bars with coincident notches, with pins placed in the notches to lock the bars against endwise movement.

Wm. L. Burner, Columbus, O., assignor to the Case Mfg. Co., Columbus, O., has been granted letters patent No. 707,384 (see cut) on a grain drier. The vertical walls of the machine are formed with an inner and an outer shell with an air space between. Air enters thru openings in the outer shell and flows down the intervening space to the bottom to be drawn up thru the grain by a fan and discharged at top. The grain entering at one end is discharged at the opposite end after having been repeatedly elevated by buckets hung on sprocket chains. A coil of heating pipes extends thru the machine.



Rasmus P. Hansen, Erindslev Sogn, Denmark, has been granted letters patent, No. 706,932, on a valve mechanism for explosive engines.

Jess B. Fenner, Buffalo, N. Y., assignor to the J. W. Ruger Mfg. Co., Buffalo, N. Y., has been granted letters patent, No. 706,916, on a fuel valve for gas engines.

Gustave Dahlberg, of McDonald, Jacob Cliquennoi, of Taylorstown, and Ernest Uhlin, of McDonald, Pa., have been granted letters patent, No. 12,021, on a gas and steam convertible engine.

Thos. T. Gaff, Barnstable, Mass., and Jos. F. Gent, Indianapolis, Ind., have been granted letters patent, No. 707,057 and No. 707,058 on apparatus for the de-germination and decortication of Indian corn.

Frank W. Brink, Tacoma, Wash., has been granted letters patent, No. 707,297 (see cut), on a chute for loading wheat or flour on ships. The chute is comprised of sections fitting upon one another, and containing inclined floors for directing the stream of sacks from side to side.

Harry H. Segner and Chas. B. Segner, Hagerstown, Md., have been granted letters patent, No. 706,859 (see cut), on a sparkler for explosive engines. A spring mounted on a reciprocating rod is arranged to contact with a strike connected with the movable electrode, throwing the latter into contact with the stationary electrode.

John L. Ridgway, Rosebank, N. Y., has been granted letters patent, No. 707,355 (see cut), on a conveying belt. The belt is made with a fabric core having a rubber covering thickened along the lines of flexure, the fabric core being correspondingly thinner at these lines to maintain

eral drying chambers, perforated drums in the drying chambers, a horizontal perforated cylinder in the first of the drums, and fans to force air thru the chambers, drums and cylinders.

Fred W. Cooley, of Minneapolis, Minn., assignor of two-thirds to George T. Honstain, Minneapolis, Minn., has been granted letters patent, No. 707,086 (see cut), on a fireproof building. A solid corner column is formed of cement concrete in which are embedded metal bars having projecting ends extending through the walls composed of fireproof blocks.

John N. Brunner, Merriam Park, Minn., has been granted letters patent, No. 707,083 (see cut), on a car seal. A socket of thin sheet metal has the edges of its wall and bottom on one side folded to interlock, with a space between the fold and so formed and the bottom of the socket. The shackle has hooked ends adapted to interlock, and a flange on one of the ends.

John W. Wood, Terre Haute, Ind., has been granted letters patent, No. 706,626 (see cut), on a grain door for railroad box cars. At both sides of the door frame are hangers, having hooks at their lower ends, and pivoted at their upper ends. On each side of the door are upper and lower eyes, which pass over the hanger when the door is raised. Hinged to the main door is a second, smaller door.

William E. Nickerson, Cambridge, Mass., assignor to the New England Automatic Weighing Machine Co., Portland, Me., has been granted letters patent, No. 706,588 (see cut), on a feeder for automatic weighing machines. Before entering the weighing machine proper each draft is approximately measured off by

Parching Oats.

The application of the Hess Pneumatic System to the parching of oats marks a radical departure from methods old and in general use. In the Hess system the oats are spouted into the top of the kiln or drier, and they run down over steel shelves till the machine is filled, taking the form of layers or columns of oats.

A series of oscillating slides at the bottom let out a small quantity of oats at each stroke, and this discharge is adjusted so the oats may progress thru the drier in any desired length of time, generally thirty to forty minutes.

Heat is provided by means of hard coal or coke fire in a brick furnace, and a steel fan forces the heated air thru the grain layers. The temperature is indicated by a thermometer, and is regulated by a simple slide, which admits cold air with the hot air current, thus affording complete and instant control of the heat.

For a high "popcorn" flavor 300 degrees of heat are used. For cheaper goods a lower heat is found satisfactory. As there is no contact of the oats with hot metal, popping is impossible, and as the oats are continuously in motion, the work is thorough and absolutely uniform.

The waste heat from the work is applied to the fresh grain, drying it thoroughly before it reaches the highest temperature in the machine.

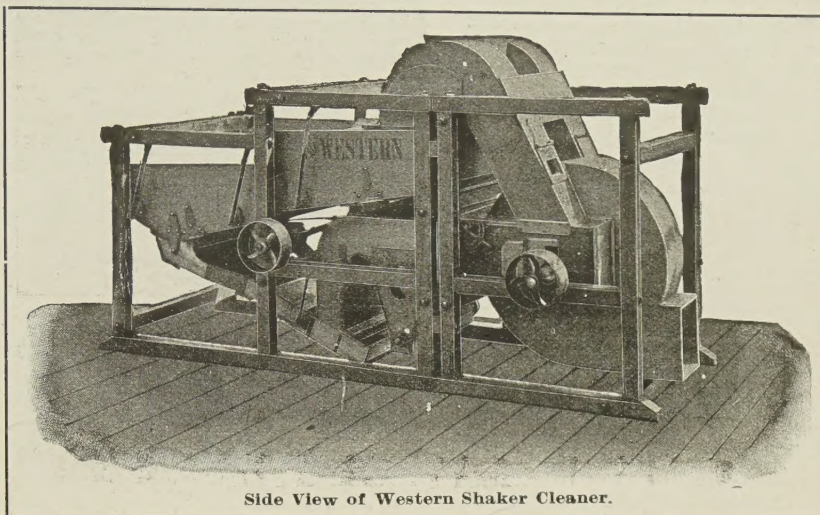
A noticeable feature of the device is its extreme simplicity and absence of machinery. The oats move by gravity, and no part of the device is in motion, excepting the fan and the outlet slides.

"Western" Shaker Cleaner

Cleans corn, wheat or oats perfectly without changing screens. Using one on your grain will insure enough better grades to pay for it.

"Western" Corn Sheller

is designed especially for grain warehousemen. It has large capacity and is well built. Its improved adjusting lever makes it possible to adjust the cylinder to any kind or condition of corn while running. Made in eight sizes. Write for catalog and discounts.



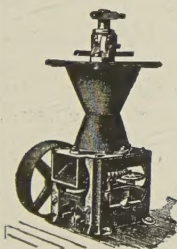
Side View of Western Shaker Cleaner.

Manufactured by

Union Iron Works,
DECATUR, ILL.

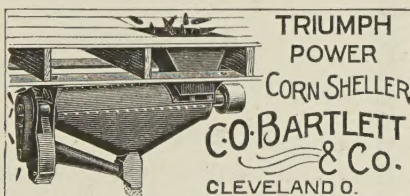
We make a specialty of the machinery and plans for modern elevators—employing a licensed architect.

Cobs are profitable



when crushed and sold for feed. Our combined machine can be used as a corn sheller or corn and cob crusher. It is a money maker.

HORTON MFG. CO.
PAINESVILLE, O.

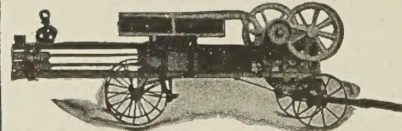


COVER'S Dust Protectors.
Rubber Protectors, - - \$2.00
Metal " - - 1.50
Sent POSTPAID on receipt of price; or on TRIAL to responsible parties. Have AUTOMATIC VALVES and fine sponges.
H. S. COVER
153 Paris St., South Bend, Ind.

THE OHIO PRESS

Simple, Swift, Safe and Strong.

Built in Three Sizes for Both Horse and Steam Power.



Has a Record of 2-120 Pound Bales a Minute. Address

THE OHIO HAY PRESS CO.
Bellevue, O.

68 POUND EAR CORN TABLE

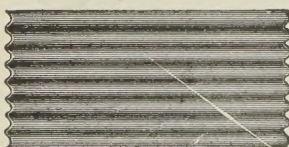
which reduces to bushels of 68 pounds each, any weight of ear corn from 100 to 6,590 pounds will be sent to anyone for 25 cents.

Subscribers to the GRAIN DEALERS JOURNAL can obtain a copy by sending 10 cents to

GRAIN DEALERS COMPANY

255 La Salle St.

CHICAGO, ILL.



WE ARE LARGE MANUFACTURERS OF

Steel Roofing, Corrugated Iron, Etc.

We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

SYKES STEEL ROOFING CO., CHICAGO, ILL.



SEAMLESS
COTTON
GRAIN

BAGS

WRITE US
FOR PRICES
Milwaukee
Bag Co.
MILWAUKEE, WIS.

LOCATIONS FOR INDUSTRIES.

The name of the Chicago, Milwaukee & St. Paul Railway has long been identified with practical measures for the general upbuilding of its territory and the promotion of its commerce, hence manufacturers have an assurance that they will find themselves at home on the company's lines.

The Chicago, Milwaukee & St. Paul Railway Company's 6,300 miles of railway, exclusive of second track, connecting track or sidings, tra-

NORTH DAKOTA.	MINNESOTA.	NORTHERN MICHIGAN.
SOUTH DAKOTA.	IOWA.	WISCONSIN.
Express Passenger Trains Fast Freight Trains Throughout	MISSOURI.	ILLINOIS.

verses eight states, which comprise a great agricultural manufacturing and mining territory.

The Chicago, Milwaukee & St. Paul Railway Company gives unremitting attention to the development of local traffic on its lines and, with this in view, seeks to increase the number of manufacturing plants on its system either through their creation by local enterprise or the influx of manufacturers from the East. It has all its territory districted in relation to resources, adaptability and advantages for manufacturing. Specific information furnished manufacturers in regard to suitable locations. Address

LOUIS JACKSON,
Industrial Commissioner C., M. & St. P. Railway,
660 Old Colony Bldg., Chicago, Ill.

"The Bread-Basket
of the World"

**GREAT
NORTHERN
RAILWAY**

The Red River Valley of Minnesota and North Dakota has well been called, "The Bread-Basket of the World."

The Great Northern Railway has four lines through the Valley and hauls more wheat from producing points than any other railway in the world. For information, rates, tickets, etc., ask any ticket agent.

F. I. Whitney, G. P. A., C. E. Stone, Asst. G. P. A.,
St. Paul, Minn.

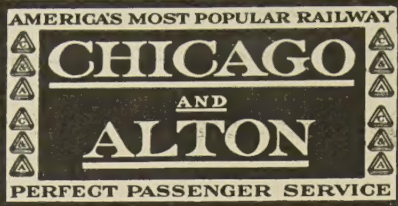
AN AD AND THE RESULTS.

HIGH GRADE Buckeye Engine for sale; in first-class condition; cylinder 10x14; 2 drive wheels 60-in. diam., 4-in. steam pipe; will develop 75 h.p. A. Colvert, Attica Ind.

Attica, Ind., Sept. 9, 1901.
GRAIN DEALERS JOURNAL,
Chicago, Ill.

Gentlemen: Enclosed please find check for advertising engine. Kindly discontinue ad in Grain Dealers Journal as it has already sold my engine, and oblige,

Yours very truly,
A. COLVERT.



BETWEEN

CHICAGO AND KANSAS CITY,
CHICAGO AND ST. LOUIS.
CHICAGO AND PEORIA,
ST. LOUIS AND KANSAS CITY.

THROUGH PULLMAN SERVICE
BETWEEN CHICAGO AND

HOT SPRINGS, Ark., DENVER, Colo.,
TEXAS, FLORIDA, UTAH,
CALIFORNIA AND OREGON.

IF YOU ARE CONTEMPLATING A TRIP, ANY PORTION OF WHICH CAN BE MADE OVER THE CHICAGO & ALTON, IT WILL PAY YOU TO WRITE TO THE UNDERSIGNED FOR RATES, MAPS, TIME-TABLES, ETC.

GEO. J. CHARLTON,
GENERAL PASSENGER AGENT,
CHICAGO, ILL.

LOW RATES

from
Chicago

to
Western and Northern Points
via

Chicago
Great Western
Railway

Home Seekers' Excursions
leave Chicago first and third
Tuesdays of each month.

For information apply to

A. W. NOYES, Trav. Pass. Agt.,
Chicago, Ill.

Or J. P. ELMER, G. P. A., Chicago

Vest Pocket
Grain Tables

Clark's Vest Pocket Grain Tables reduce pounds to bushels on any number of pounds from 10 to 100,000.

It is printed in two colors, red and black. The red figures show the pounds and the black the bushels and pounds.

The tables show the following reductions:
Oats at 32 lbs.; Corn, Rye and Flaxseed at 56 lbs.; Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs.; Barley and Hungarian Seed at 48 lbs.; Ear Corn at 70 lbs.; Ear Corn at 75 lbs.; Ear Corn at 80 lbs.; Timothy Seed at 45 lbs.

These tables are bound in tough paper and form a thin book, 2 1/4-in. wide by 8 1/4-in. long. Price 50 Cents. Address

GRAIN DEALERS COMPANY
255 LaSalle St., CHICAGO, ILL.

MANUFACTURERS

Contemplating establishing plants in the West, should take advantage of a location on



C. & N. W. R. Y.

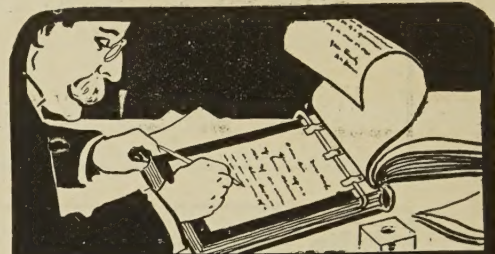
THE PIONEER LINE
WEST AND NORTHWEST OF CHICAGO
which reaches the famous

WATER POWERS,
COAL FIELDS,
IRON ORE RANGES,
HARD AND SOFT LUMBER
DISTRICTS

of the West and Northwest, and affords the best means of transportation to the markets of the world.

For further particulars apply to

MARVIN HUGHITT, Jr., E. D. BRIGHAM,
Freight Traffic Mgr. Gen. Freight Agt.
CHICAGO

Letters Copied
While Writing.

Keep a copy of all letters; no press; no water; no brush; no work. Any ink; any pen; any paper. Our Pen-Carbon never smuts; our clip holds paper firm. Write with no extra pressure, and our

PEN-CARBON
LETTER BOOK

produces a perfect copy—the clearest carbon copy you ever saw. Can be used anywhere. Simply slip your own paper into the clip, and write as usual. Book copies two hundred letters or bills, and is refilled at a nominal expense. Invaluable to writers, students, bookkeepers, or anyone who likes to keep record of letters. Letters show no sign of copying.

PEN-CARBON MANIFOLD CO.

ALFRED HALL,

Western Wholesale Agent,
177 La Salle St. CHICAGO

Wheat originated in central Asia.

A farmers' association in session at Pottstown, Pa., decided that the best time to plant corn is when the leaves on hickory trees have reached the size of squirrels' ears. The American Farm Co. should heed this sage advice.

JEFFREY ELEVATING CONVEYING MACHINERY

FOR
ELEVATORS
FACTORIES
MILLS, Etc.

Send for
Catalog.



Address
THE
JEFFREY
MANUFACTURING CO.,
Columbus, Ohio, U. S. A.

NEW YORK. DENVER.

Clark's Decimal Grain Values.

Saves Time, Money and Prevents Errors.

It shows at a glance or with the simplest addition the cost of any quantity of grain at any possible market price and reduces pounds to bushels on the same page.

The values are shown directly from the pounds without reducing to bushels.

Quantities are shown in red figures, and values in black. The price being given at top and bottom of columns on each page.

Reductions to bushels are given in two columns, the larger showing the equivalent of the full line, or thousands, in the quantity column; the smaller the hundreds only.

The complete book comprises four sets of tables as follows:

No. 31. Oat Values 10 to 79 cts. per bushel and reducing any weight to bushels of 32 pounds. Bound in manila. Price, \$2.00.

No. 32. Corn, Rye and Flax Seed Values, 10 cts. to \$1.09 per bushel, and reducing any weight to bushels of 56 pounds. Bound in manila. Price, \$2.00.

No. 33. Wheat, Clover, Peas and Potato Values, 30 cts. to \$1.59 per bushel and reducing any weight to bushels of 60 pounds. Bound in manila. Price, \$2.00.

No. 34. Barley and Buckwheat Values, 20 cts. to 1.49 per bushel, and reducing any weight to bushels of 48 lbs. Bound in manila. Price, \$2.00.

These tables can be used for Timothy Seed at 45 pounds per bushel and for Corn in the Ear at 70, 72, 75 and 80 pounds per bushel.

No. 35. The complete book contains the four sets of tables, printed on best linen ledger paper and bound in cloth half leather. Price \$6.00 per copy.

No. 36. The same as No. 35, but printed on 80-lb. book paper. Price \$5.00 per copy.

For any of the above, address

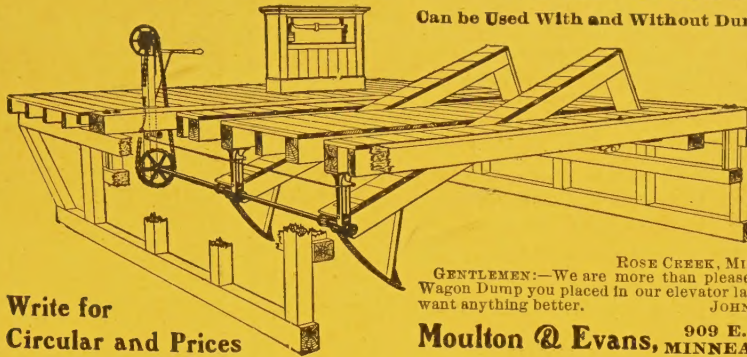
Grain Dealers Co.,
10 Pacific Ave. Chicago, Ill.

THE EVANS CONTROLLABLE WAGON DUMP.

AUTOMATIC LOCKING DEVICE.

THE BEST WAGON DUMP BUILT.

Can be Used With and Without Dump Scales.



Absolute
Safety,
Control,
Great
Strength
and
Durability.

Patented
April 12,
1908.

Write for
Circular and Prices

GENTLEMEN:—We are more than pleased with the Evans Wagon Dump you placed in our elevator last summer. Don't want anything better.

JOHN CRONAN & CO.

Moulton & Evans, 909 E. 18th Street,
MINNEAPOLIS, MINN.

Polk's Directory

of the entire

Grain, Seeds, Elevator,
Milling and
Baking

Interests of the United States

Addresses of all Grain Commission Men, Grain Shippers, Dealers, Buyers, Elevators (with power and capacities), Grain Machinery, Supplies, and all interests pertaining to the Grain Trade.

SECOND EDITION NOW IN COURSE OF PREPARATION.

R. L. POLK & CO., 122 La Salle Street,
CHICAGO, ILL., U. S. A.

OFFICES IN FOURTEEN PRINCIPAL CITIES.

ORDERS RECEIVED AT GRAIN DEALERS JOURNAL OFFICE.

Grain Register No. 12 AA.

This book is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8 1/4 x 14 inches and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contains spaces for records of 4,000 loads. The book is well printed and ruled on Sterling ledger paper, and substantially bound in extra heavy binder board with leather back. Price \$1.50.

For Sale by

GRAIN DEALERS COMPANY,
255 La Salle St., CHICAGO, ILL.

Table of Legal Weights

This table shows the legal weights in pounds per bushel of grain and grain products, etc., as provided for by law. This book is well bound in a strong cloth cover. Price 50 cts.

For sale by

GRAIN DEALERS CO.,
255 La Salle St. CHICAGO, ILL.

SALES, SHIPMENTS and RETURNS BOOK

is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10 1/4 x 16 1/2 inches, used double. The left-hand pages are ruled for information regarding SALES and SHIPMENTS; the right-hand pages for RETURNS. Under SALES the column headings are Date, Amount Sold, Price, Grain, Terms. Under SHIPMENTS are Date, Car Number and Initial, Our Weights, In Bushels, Grade, Route, Rate. Under RETURNS are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

No. 14 contains 48 pages with room for records of about 1,400 carloads. It is bound with leatherette covers and printed on good paper. Price \$1.50.

No. 14 AA contains 76 pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Price \$1.75.

FOR SALE BY

GRAIN DEALERS COMPANY
255 La Salle St., CHICAGO, ILL.

IF YOU WANT

To buy, sell, rent or lease an elevator, or buy or sell machinery, try a liner ad. in the GRAIN DEALERS JOURNAL; its inexpensive and effective.

THEIR AD Brought Business

C. P. & J. LAUSON, Milwaukee, Wis.:

Please discontinue our ad. of engines for sale in the Journal. Our ads in your Journal were very effective.

Corn and Feed Mills



4 Roll and 6 Roll
Gear or Belt Drive
for Slow Roll.

**It...
Pays**

to have one
in connection with
an elevator,
and to have the
BEST one.

Ours has no equal in **STRENGTH, DURABILITY,
EFFICIENCY, CONVENIENCE, CAPACITY, and
QUALITY OF WORK.**

Several Sizes. Prices Very Reasonable.

Allis-Chalmers Company,

GENERAL OFFICES:

CHICAGO, - ILLINOIS.

What's the Use

Of trying to get along without

DAY'S DUST COLLECTING SYSTEM

When it will handle your dust and
refuse automatically, and give
you a **CLEAN Elevator.**

It will give you the best safeguard
against **FIRE.**

It will save labor. It will save in-
surance. It will save time and
money. It will pay for itself many
times over. Any valid reason why
you should not have it?

FOR THE NEW BOOKLET, "DUST
COLLECTING AND FUEL FEEDING."



That's **DAY'S**
Dust Collector.
There is no other like it

H. L. DAY

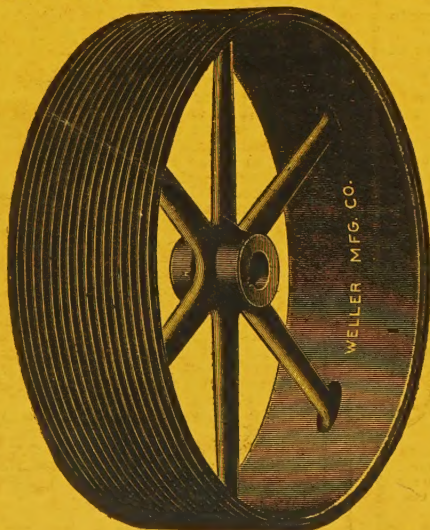


**1122-26 YALE PLACE
MINNEAPOLIS, MINN.**

WELLER MANUFACTURING CO.

MANUFACTURERS OF

**GRAIN HANDLING AND POWER
..TRANSMITTING MACHINERY..**



GRAIN ELEVATOR SUPPLIES OF EVERY DESCRIPTION.

NEW CATALOG, No. 17, OF 400
PAGES SENT ON APPLICATION

**GENERAL OFFICES: 118-126 NORTH AVE.,
CHICAGO**

Branch Office: 323 Powers Building, Decatur, Ill.

Ho, Ye!
Who want to buy
The
WEBSTER M'FG CO
Can furnish the
latest improved
**ELEVATING
AND
CONVEYING
MACHINERY**
For use in Grain Elevators
and Flour Mills
Send in your specifications

1075-1097 W. 15th St.
CHICAGO

Books for Grain Dealers....

All kinds of Account Books, Grain Tables,
Cipher Codes and other books of value to
regular grain dealers. Send for catalog to

GRAIN DEALERS COMPANY,

10 Pacific Avenue.

CHICAGO, ILL.

THE VALUE OF AN ADVERTISEMENT

Depends upon placing it be-
fore the right persons. You
can get your advertisements
before the grain dealers of the
country by using this space.